

*Report of the
Bombay Chamber of Commerce
1888*



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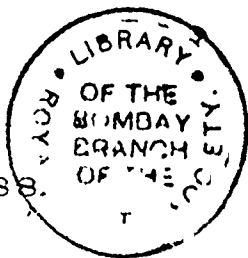
R E P O R T

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1888.



PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 30TH JANUARY 1889.

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BOMBAY:

PRINTED FOR THE CHAMBER AT THE
BOMBAY GAZETTE STEAM PRESS, ESPLANADE ROAD.

1889.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

WILLIAM RATHBONE, Esq., M.P.
A. H. CAMPBELL, Esq.

J. M. MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

Members.

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BENN, ASHLEY & Co.
" BLASCHECK (A.) & Co.
" THE BOMBAY COMPANY, LD.
" BREUL & Co.
" CRIGIE, LYNCH AND OWEN.
" DÜST & Co.
" EWARD, LATHAM & Co.
" FINLAY, MUIR & Co.
" FORBES (C. H. B.) & Co.
" FORBES (SIR CHARLES) & Co.
" FRANKIE, SANDS & Co.
" GADDUM, BYTHELL & Co.
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" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
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" KING, KING & Co.
" LANG, MOIR & Co.
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" N. P. NATHAN'S SONS.
" OWEN & OKEIL.
" RALLS BROTHERS.
" RICHARDSON AND CRUDDAS.
" RITCHIE, STEUART & Co.
" SALLUGRAM, KHUNNAH & Co.
" SAMUEL SANDAY & Co.
" SASSOON (D.) & Co.
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Messrs. SAUQUET (F.) & Co.
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" SPINNER (E.) & Co.
" TOBIN & ROUGHTON.
" VOLKART BROTHERS.
" WALLACE & Co.
" WINTER, BURDER & BAYLEY.
JOHN FAGHERI, Esq.
P. LEUTHARDT, Esq.
SIR DINSHAW MANOCKJEE PETIT.
TARIA TOPUN, Esq.
AHMEDBHAY HUBBBHOY, Esq.
THE STANDARD LIFE ASSURANCE
COMPANY.
THE SOUTH BRITISH FIRE AND
MARINE INSURANCE CO. OF NEW
ZEALAND.
THE NEW ORIENTAL BANK CORPO-
RATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
THE CHARTERED MERCANTILE BANK
OF INDIA, LONDON AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANK-
ING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY COM-
PANY.
THE P. & O. S. N. COMPANY.
THE AUSTRO-HUNGARIAN LLOYD'S S.N.
COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

The Hon'ble. F. FORBES ADAM, C.I.E., *Chairman*.
A. F. BEAUFORT, Esq., *Deputy Chairman*.
MAJOR W. S. S. BISSET, R.E., C.I.E. }
GEORGE COTTON, Esq. } *Members.*
* L. AEPPLI, Esq. }
† A. F. SIMPSON, Esq. }
H. W. ULOTH, Esq. }

COMMITTEE FOR 1889.

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman*.
A. F. BEAUFORT, Esq., *Deputy Chairman*.
G. A. BARNETT, Esq., C.I.E. }
M. C. TURNER, Esq. } *Members.*
G. C. SCARAMANGA, Esq. }
J. GREENWOOD, Esq. }
E. SCHOEN, Esq. }
JOHN Y. LANG, Esq. }
A. M. GUBRAY, Esq. }
JOHN MARSHALL, Esq., *Secretary*.

† Mr. James Tod, who was elected a member of the Committee for the year, having retired on proceeding to Europe in February, Mr. A. F. Simpson was appointed in his place.

** Mr. A. Paltis having also resigned office in July, the vacancy on the Com-
mittee was filled by the appointment of Mr. L. Aeppli.

PUBLIC HOLIDAYS.

*Sanctioned by Government for the year 1889, under Section 25
of Act XXVI. of 1881, entitled the "Negotiable
Instruments Act, 1881."*

Holi	16th March	Saturday.....	1 Day.
Jamshedi Naoroz... ..	21st March	Thursday	1 „
Ramnavami	9th April	Tuesday	1 „
Easter	20th and 22nd April.	Saturday & Monday ..	2 Days.
Queen's Birthday...	24th May	Friday	1 Day.
Cocoonut Day	10th August.....	Saturday.....	1 „
Gokul Ashtami.....	19th August.....	Monday	1 „
Ganesh Chaturthi..	30th August.....	Friday	1 „
Mohurrum	7th September.....	Saturday	1 „
Parsi New Year ...	14th and 16th Sept...	Saturday and Monday	2 Days.
Dussera	4th October	Friday.....	1 Day.
Dewali	24th & 25th October.	Thursday and Friday.	2 Days.
Christmas	24th & 26th Dec. ...	Tuesday & Thursday...	2 „
New Year	31st December.....	Tuesday	1 Day

HOLIDAYS UNDER CHARTER-PARTIES.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1889 :—

New Year	1st and 2nd January.	Tuesday & Wednesday	2 Days
Holi	16th March	Saturday	1 Day.
Easter	19th April	Friday	1 „
Queen's Birthday..	24th May.....	Friday	1 „
Cocoonut Day	10th August	Saturday	1 „
Gokul Ashtami.....	19th August	Monday.....	1 „
Mohurrum	7th September	Saturday	1 „
Parsi New Year's Day	16th September	Monday	1 „
Dussera	4th October	Friday	1 „
Dewali	24th & 25th October..	Thursday & Friday.....	2 Days
Christmas	24th & 25th Dec.	Tuesday & Wednesday	2 „

By order of the Committee,

JOHN MARSHALL,
Secretary.

Bombay Chamber of Commerce, 21st December 1888.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

*Revised and adopted down to the Annual General Meeting of the
Chamber held on the 30th January, 1889.*

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good ; to promote and protect the general mercantile interests of this Presidency ; to collect and classify information on all matters of general commercial interest ; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general ; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business ; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest ; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.
11. In the event of an equality of votes preventing the due

election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.
13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.
14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by

one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the second day of the ballot, shall open the Box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the Candidates the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.
4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

- 1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.
- 2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.
- 3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.
- 4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

8 RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

- 5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.
- 6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.
- 7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.
- 8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.
- 9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.
- 10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.
- 11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.
- 12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.
- 13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON
PIECE-GOODS.

*As agreed upon with the Native Piece-Goods Merchants'
Association, 28th January, 1885.*

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen:—

- Mr. Damodher Thackersey, of Messrs. Thackersey Mooljee and Sons.
„ Jairam Naranjee, of Messrs. Visram Mowjee and Co.
„ Purshotum Naranjee.
„ Ramjee Lukhmidas.
„ Karsondas Hulloo.
„ Purshotum Oodowjee.
„ Jewraz Dayal, of Messrs. Ghella Dayal.
„ Purshotum Govindjee, of Messrs. Damoder Haridas.
„ Jaitha Naranjee.
„ Ratansey Canjee.
„ Purshotum Govindjee, of Messrs. Bhanjee Gopaljee.

- Mr. Kanjee Dharamsey.
- „ Karamchand Callianjee, of Messrs. Ladha Callianjee.
- „ Hemraj Canjee.
- „ Morarjee Doongersey, of Messrs. Meghjee Govind.
- „ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee.
- „ Jewram Vussonjee, of Messrs. Jugjeevan Govindjee.
- „ Ramdas Bhanjee.
- „ Chatoorbhoj Sewjee, of Messrs. Goculdas Sewjee.
- „ Damodhur Callianjee, of Messrs. Morarjee Callianjee.
- „ Purshotum Cooverjee, of Messrs. Tricumdas Purshotum.
- „ Purshotum Lakhmidas.
- „ Mowjee Premjee Toolseedas.
- „ Damodur Goculdas, of Messrs. Morarjee Goculdas & Co.
- „ Nusserwanjee Bezonjee, of Messrs. Hormusjee Bezonjee.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

The Hon'ble F. Forbes Adam, C. I. E., of Messrs. W. & A. Graham & Co.

- Mr. J. L. Symons, of Messrs. Finlay, Muir & Co.
- „ A. F. Beaufort, of Messrs. Lyon & Co.
- „ E. Miller, of Messrs. C. Macdonald & Co.
- „ R. B. Sedgwick, of Messrs. Killick, Nixon & Co.
- „ J. Thorburn, of Messrs. Sir Charles Forbes & Co.
- „ A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
- „ C. Douglas, of Messrs. Ritchie, Steuart & Co.
- „ A. Pallis, of Messrs. Ralli Brothers.
- „ H. A. Richardson, of Messrs. Wallace & Co.
- „ J. G. Russell, of Messrs. Benn, Ashley & Co.
- „ J. Y. Lang, of Messrs. Lang, Moir & Co.
- „ A. Ertel, of Messrs. Volkart Brothers.
- „ H. Carjel, of Messrs. Punnett & Co.
- „ J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

*For the Measurement by Callipers upon Exports from Bombay
of Cotton, Wool, Hemp, and other Pressed Bales.**

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of Measurement, The number of the boat, The name of the tindal, The name of the shipper,	The name of the ship or steamer, The number of bales, The marks of the bales, The measurement.
---	---

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in

such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.*

	Per Cent.
1. On effecting insurance	½
2. On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	2½
3. On the sale or purchase of goods of all denominations (except as under)	5
4. On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5. On the sale or purchase of ships, houses, lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ...	2½
6. On the sale or purchase of treasure or bullion	1
7. On the sale or purchase of cattle	5½
8. On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9. On goods consigned and afterwards withdrawn, invoice cost ...	2½
10. On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	2½
11. On attending the delivery of contract goods to the Government or individuals	2½
12. On collecting house rent	2½
13. On sale or purchase of private Bills of Exchange	1
14. On effecting remittances by Bills of Exchange	1
15. On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16. On surrendering or depositing in the Treasury Government Securities of all descriptions	½
17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
18. On debts when a process at law by arbitration is necessary ...	2½
19. On debts when recovered by such means	5
20. On managing the affairs of the estate for an executor or administrator	5
21. On recovering funds from a bankrupt estate	2½
22. On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	2½
23. On bills of exchange returned, noted or protested	1
24. On granting and cashing letters of credit	2½
25. On becoming security to Government or public bodies in any case	2½
26. On depositing Government paper as security for constituents ...	1
27. On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged	1
28. In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS.

Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be $2\frac{1}{2}$ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight 5
 "When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."
 Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.
31. On collecting freight $2\frac{1}{2}$
 32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party ... 5
 33. On shipping goods of every description on which no commission for the purchase has been charged ... $2\frac{1}{2}$
 34. On shipping treasure, bullion, and jewellery ... 1
 35. On ship's disbursements when in funds ... 1
 36. On ship's disbursements when not in funds ... $2\frac{1}{2}$
 37. On account of passage-money, whether the same passes through the Agent's hands or not ... 5
 38. For executing orders to Charter or engage Tonnage in Bombay or at outports ... $2\frac{1}{2}$
 39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* ... $2\frac{1}{2}$
 40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... $2\frac{1}{2}$
 If Opium, Indigo, Raw Silk or Silk Goods ... $1\frac{1}{2}$
 If Treasure, Precious Stones, or Jewellery ... $\frac{1}{2}$
 41. On moneys expended, i.e., on all disbursements made in efforts to save Ship or Cargo ... 5
 42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
 43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
 44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
 45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 30 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :-

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."
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SHIP FREIGHT OUTWARDS FROM BOMBAY PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight $4\frac{1}{2}$ per cent. as customary in the case of sailing ships and $2\frac{1}{2}$ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

“That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities.”

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

“That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put.”

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested.

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co.,

and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman*.

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

- I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.
- II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.
- III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on the 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs ...	40 feet.	...	16 cwt.
Alum, in bags ...	16 cwt.	...	20 cwt.
Annato, in cases ...	40 feet.	...	50 feet.
Apparel, . . .	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Assafoetida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags ...	16 cwt.	18 cwt.	20 cwt.
Barilla ...	16 cwt.	...	20 cwt.
Barley (in bags) ...	...	15 cwt.	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags ...	13 cwt.	...	16 cwt.
Blackwood, in straight square logs ...	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose ...	...	...	...
Books ...	40 feet.	...	50 feet.
Borax, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion ...	per cent.	...	per cent.
Camphor, in cases ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds ...	40 feet.	...	50 feet.
Chasum ...	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars ...	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases ...	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals ...	...	...	20 cwt.
Cocoa, in bags ...	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases ...	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales ...	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 cwt.
Colocynth, in cases ...	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins ...	8 cwt.	8 cwt.	12 cwt.
Do. in bags ...	...	...	12 cwt.
Coral, Rough (not specimen), in bags ...	16 cwt.	...	20 cwt.
Cotton Seed ...	...	13 cwt.	...
Cotton, in bales ...	40 feet.	...	50 feet.
Cowries, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Cubebs ...	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet ...	16 cwt.	...	20 cwt.
Do. dry ...	13 cwt.	...	16 cwt.
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight ...	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles ...	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	...

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Fennel Seed ...	...	10 cwt.	...
Fennugreek or Methey Seed ...	...	17 cwt.	...
Flour ...	...	18 cwt.	...
Furniture ...	40 feet.	...	50 feet.
Galingals ...	10 cwt.	...	12 cwt.
Galls, in bags ...	13 cwt.	...	16 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Ginger, dry, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags) ...	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled ...	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases ...	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides & Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose and in small bundles.	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose ...	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases ...	40 feet.	...	50 feet.
Jackwood ...	40 feet.	...	50 feet.
Jowaree, in bags ...	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags ...	16 cwt.	18 cwt.	20 cwt.
Lang crushed (in bags) ...	...	17 cwt.	...
Linseed, in bags ...	16 cwt.	...	18 cwt.
Mace, in cases ...	40 feet.	...	50 feet.
Maize (in bags) ...	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers ...	16 cwt.	18 cwt.	20 cwt.
Mowra Seed, in bags ...	13 cwt.	...	16 cwt.
Munjeet or Maddar Root, in cases or bales	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases ...	40 feet.	...	50 feet.
Mussor, in bags ...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 cwt.	...	16 cwt.
Niger Seed ...	14 cwt.	...	17 cwt.
Nutmegs, in cases...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Oil-seeds—			
Castor Seed ...	14 cwt.	...	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed ...	14 cwt.	16 cwt.	...
Mustard Seed ...	14 cwt.	16 cwt.	...
Opium ...	per chest.	...	per chest.
Paddy, in bags ...	13 cwt.	...	16 cwt.
Pepper, in bags ...	13 cwt.	...	16 cwt.
Pimento... ..	12 cwt.	...	14 cwt.
Plumbago, in bags ...	16 cwt.	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ „)	13 cwt.	...	16 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Poppy Seed, single bags (1½ cwt.).	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground ...	13 cwt.	...	16 cwt.
Red Wood ...	13 cwt.	...	16 cwt.
Rhubarb, in cases ...	40 feet.	...	50 feet.
Rice, in bags ...	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags ...	8 cwt.	...	10 cwt.
Sago, in cases ...	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt ...	...	{ 28 Indian maunds of 82½ lbs. 20 cwt.	{ 28 Indian maunds of 82½ lbs.
Saltpetre ...	16 cwt.	...	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags ...	5 cwt.	...	6 cwt.
Do. in bales ...	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales ...	8 cwt.	...	10 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Soap, in cases ...	40 feet.	...	50 feet.
Sugar, in bags ...	16 cwt.	...	20 cwt.
Talc ...	16 cwt.	...	20 cwt.
Tallow ...	40 feet.	...	50 feet.
Tamarinds ...	15 cwt.	...	18 cwt.
Tea, in chests ...	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales ...	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags ...	11 cwt.	...	13 cwt.
Tutenague ...	16 cwt.	...	20 cwt.
Unrated Wood ...	11 cwt.	...	14 cwt.
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (<i>vide</i> Canes) ...	13 cwt.	...	16 cwt.
Wheat ...	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks ...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory ...	16 cwt.	...	20 cwt.

*. The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES, CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

*Sanctioned by the Bombay Chamber of Commerce, at the Annual
General Meeting of the Members held on the 30th of October, 1877.*

[These rates are understood to be maximum rates and to cover landing, crannage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs. a. p.
Almonds	Bag.	0 1 0
Alum	Ton.	1 4 0
Arrowroot	In moras of 1½ cwt.	0 2 0
Do	In cases of 1 cwt.	0 2 0
Asphalte	Ton.	1 4 0
Assafoetida	Bag.	0 6 0
Beer and Porter	Hogshead.	0 8 0
Beads	Case.	0 5 0
Boilers	Special.	
Books	Ordinary Case.	0 5 0
Boots	Case.	0 5 0
Borax	Do.	0 5 0
Brassware (with crannage)	Ton.	1 12 0
Do. (without do.)	Do.	1 4 0
Brass Leaves	Case.	0 2 0
Bricks, Fire	Ton.	1 4 0
Bullion	Special.	
Camphor	Case.	0 4 0
Do.	Tub.	0 1 6
Candles	Cwt.	0 3 0
Canvas	Bale.	0 5 0
Cardamoms	Bag.	0 2 0
Do.	In cases of 2 cwt.	0 6 0
Carpets	Package.	0 7 0
Carriages	Each.	8 0 0
Cashewnuts	Bag.	0 2 0
Cassia	Case.	0 3 0
Cement	Ton.	1 12 0
Chalk	Do.	1 4 0
Chillies	Bag.	0 1 0
Cheroots	In cases of 10,000.	0 8 0
Clay, China, or Fire	Ton.	1 12 0
Cloves	Bag not exceeding 1½ cwt.	0 1 3
Cochineal	Case.	0 5 0
Cocanuts	Bundle.	0 2 0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0 12 0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1 0 0
Coffee (in Bags)	Do.	1 8 0
Coir	In bundles of cwt.	0 1 0

ARTICLES.	How Charged.	Rs. a. p.
Copper and Yellow Metal (in Cases)...	Ton.	1 12 0
Do. do. (in Cakes or Slabs)	Do.	1 6 0
Copra	Bag.	0 1 0
Do.	Robbin.	0 2 0
Copperas or Sulphate of Copper ...	Ton.	1 12 0
Cotton, Full-pressed Bales ...	Bale.	0 5 0
Do. (Unpressed) in Docras and Half-pressed Bales...	Cwt.	0 1 6
Crackers	Case.	0 4 0
Crockery	Cask or Crate.	1 0 0
Dates, dry (in Mats or Bags)...	Cwt.	0 1 0
Do. wet (do. do.)	Do.	0 1 0
Drugs	Bag or Case.	0 5 0
Fishmaws and Sharkfins	Bag.	0 4 0
Flax	Bale	0 5 0
Flour	Ton.	1 12 0
Fruits, dried (in Bags, &c.)	Cwt.	0 1 0
Ghee... ..	Dubber.	0 4 0
Ginger, dried	Case or Bag.	0 3 0
Glass, Window	Case.	0 2 0
Grain of all sorts	Bag.	0 1 0
Groundnuts	Do.	0 1 0
Gums (in Bags)	Cwt.	0 1 0
Gunny Bags	Bale.	0 6 0
Do. Bundles (Bundle of 50) ...	Bundle.	0 1 0
Haberdashery and Millinery ...	Small Case.	0 4 0
Do. do.	Large do.	0 6 0
Hardware (with crantage)	Ton.	1 12 0
Do. (without do.)	Do.	1 4 0
Hides (in pressed Bales)	Cwt.	0 1 0
Indigo	Case.	0 6 0
Ironmongery (with crantage)...	Ton.	1 12 0
Do. (without do.)	Do.	1 4 0
Iron (Loose and in Bundles)...	Do.	1 4 0
Do. Pig	Do.	1 0 0
Jaghery	Bag.	0 1 0
Jute	Bale.	0 5 0
Lashings	Do.	0 5 0
Lead Sheets	Ton.	1 12 0
Lead, Pig	Do.	1 4 0
Mace... ..	Case.	0 3 0
Machinery (weight or measurement as per Bill of Lading) ...	{ In pieces under a } ton, per ton. }	1 12 0
Marble Slabs... ..	Do.	2 0 0
Matches	Case.	0 5 0
Mats of sorts... ..	Cwt.	0 1 0
Medicine	Case.	0 5 0
Millinery and Haberdashery...	Small Case.	0 4 0
Do. do.	Large do.	0 6 0
Nuts of sorts (in Bags)	Cwt.	0 1 0
Nutmegs (in Bags or Cases)	Do.	0 1 0
Oils (in Casks)	Ton.	2 0 0
Oil (Kerosine)	Case.	0 1 0
Oilmanstores	Large Case.	0 3 0
Do.	Small do.	0 1 0
Paper	Bale or Case.	0 5 0
Do. China... ..	Do.	0 3 0
Paint (in Oil)	Ton.	2 8 0
Pepper (in Bags)	Cwt.	0 1 0
Pianos	Each.	5 0 0
Piece Goods from Europe	Bale or Case.	0 5 0

ARTICLES:	How Charged.	Rs. a. p.
Porter and Beer	Hogshead.	0 8 0
Quicksilver	Bottle.	0 3 0
Red Lead	Ton.	1 12 0
Rice	Bag not exceeding 1½	
	cwt.	0 1 0
Rope (with cramage)	Ton.	2 0 0
Do. (without do.)	Do.	1 8 0
Saffron	Case.	0 5 0
Safflower	Bag.	0 2 0
Saltpetre (in Bags)	Cwt.	0 1 0
Seeds, in Bags	Do.	0 1 0
Sharkfins and Fishmaws	Bag.	0 4 0
Shells (Mother-o'-Pearl), in Bags	Cwt.	0 1 0
Shellac	Case.	0 4 0
Silk, China ³	Bale.	0 6 0
Do. Pieces	Case.	0 6 0
Skins, Goat (in Bales or Bundles)	Cwt.	0 1 0
Spelter	Ton.	1 4 0
Spices, in Bags or Cases	Cwt.	0 1 0
Spirits, Wine and Beer, per dozen		
Quarts or 2 dozen Pints	Dozen:	0 1 0
Stationery	Package.	0 5 0
Steel (in Kegs and Loose)	Ton.	1 4 0
Sugar	Bag not exceeding	
	1½ cwt.	0 1 3
Sulphur	Ton.	1 12 0
Tallow	Cask.	0 5 0
Tea	Half Chest:	0 1 0
Do:	Whole do:	0 2 0
*Tiles (Roofing and Flooring)	Ton.	1 4 0
Timber, Logs and Squares	Ton of 50 C. Feet.	1 4 0
Do. Scantlings, Shingles, &c.	Do.	1 8 0
Tin Plates (in Boxes)	Ton.	1 4 0
Tobacco	Case.	0 4 0
Turmeric	Bag.	0 1 0
Tusks, Elephant	Bundle.	0 6 0
Do. do:	Piece.	0 2 0
Twist or Yarn	Bale.	0 5 0
Umbrellas	Case.	0 5 0
Vermilion	Do.	0 4 0
Wine and other Liquors	Hogshead.	0 10 0
Do.	Quarter-Cask.	0 5 0
Wool, Pressed	Bale.	0 5 0
Do. Unpressed	Bora.	0 8 0
Yellow Metal and Copper (in Cases).	Ton.	1 12 0
Do. do. do. (in Cakes & Slabs)	Do.	1 6 0

* Sanctioned at the Annual General Meeting of the Chamber held on
13th January, 1886.

ANNUAL REPORT.

YOUR Committee have the honour to lay before the members a report on the leading subjects discussed and dealt with during the past year, accompanied by the usual annual statement of the affairs and funds of the Chamber up to 31st December 1888.

NEW RAILWAY BILL FOR INDIA.

The Chamber having been favoured by Government with an early copy of the draft bill, it was decided to submit it, as customary in matters of leading importance, to the consideration of a Special Committee, consisting of:—The Chairman, The Honourable F. Forbes Adam, C. I. E., A. F. Beaufort, Esq., Major W. S. S. Bisset, R. E., C. I. E., H. Conder, Esq., W. Lang, Esq., and M. R. Wyer, Esq.; and their report, supplemented by the full Committee of the Chamber in some of the points relating to the responsibility of railway administrations to the public, was adopted.

Expressing the satisfaction with which they observed that the Bill recognised and provided for the leading objections raised by the Chamber to the proposed Bill of 1884; by the omission of the special privileges then demanded by Government in regard to the transport of troops, the conveyance of the mails, and the free carriage of maintenance stores for the Telegraph Department, the Committee expressed their general approval of the Bill with two important exceptions: (1) The omission of any provision for the recognition of railway receipts as negotiable instruments, and (2) the limitation of the responsibility of rail-

way administrations as carriers to that of a bailee under Chapter IX. of the Indian Contract Act, 1872.

It will be remembered that in July 1886 the Chamber addressed the Government of India, pointing out the unsatisfactory condition of the law relating to railway receipts and urging the desirability of amending it so as to render these documents negotiable instruments, carrying a title to property in the same way as bills of lading. To this, the only reply which had reached the Chamber prior to the discussion of the Bill was in May 1887 when the Government of India wrote, that the matter had been submitted to the Secretary of State for discussion with the Boards of Directors in England of the Indian Railways, and your Committee therefore were scarcely prepared to find the matter treated as if finally disposed of in the "Statement of Objects and Reasons" attached to the New Railway Bill by a simple paragraph stating that "the proposal to give such effect to railway receipts has not been adopted in the Bill because railway administrations were understood to be averse to it, and it is not justified by existing legislation elsewhere." Taking exception to this mode of dealing with so important a question which had received the support of the Chambers of Commerce of Bengal and Madras, and was also approved by the representatives of the G. I. P. Railway, your Committee pointed out that the mere fact of similar legislation not existing elsewhere was not sufficient ground on which to condemn it in India, where the conditions under which railways are conducted are widely different from those prevailing in other parts of the civilised world. The length of time occupied in the transit of a large portion of the railway traffic in this country renders some means of intermediate finance between the up-country markets and the seaboard absolutely essential, and while a sound basis for this

would be afforded by imparting to railway receipts the status and powers suggested, the respective rights and liabilities of the public and railway administrations would be enormously simplified and defined.

To the commercial community the responsibility of railway administrations for property entrusted to their care is the most important section of railway law, and before dealing with that point the Committee deemed it advisable to obtain the opinion of the Chamber's Solicitors, Messrs. Craigie, Lynch and Owen, on the provisions in that regard contained in the new bill. In an exhaustive exposition of the whole question they came to the conclusion that the bill, by practically conceding to railway administrations the power to enforce special contracts absolving them and their servants from liability for loss or damage, even in cases of wilful neglect or misconduct, did not sufficiently safeguard the rights of the public, and your Committee agreeing in this view brought it prominently to the notice of Government.

The other alterations and emendations which the Committee suggested were of comparatively minor importance, and of some of the new provisions they expressed their unqualified approval, notably of the institution of Railway Commissions for the better settlement of disputes between railway administrations which heretofore could only be referred to Government and generally involved serious delay. On the whole, the Committee consider the proposed enactment would be an improvement on the existing condition of railway law, and if the suggestions of the Chamber are given effect to regarding railway receipts and the responsibility of railway administrations for property, the commercial public will have the satisfaction of having one of the most important branches of trade placed on a distinctly safer and more equitable basis.—(*Appendix B.*)

MERCHANDISE MARKS BILL.

This subject has been prominently before the Chamber under different guises during the past two years, and it is satisfactory to find it at last approaching completion in the Bill now before the Legislative Council of the Government of India, which it is believed will be passed into law during the coming session.

In 1886 it came under discussion chiefly in connection with the stamping of false lengths on Piece-goods, and as the result of their deliberations, the Committee then in office addressed the Government of India advocating the adoption of the English standard yard with its sub-divisions of feet and inches as a legal standard of length in India. With that established by law, they believed that the fraudulent practice would rapidly be extinguished, and this view was also adopted by a Special Committee assembled in February 1887, in accordance with a resolution passed at the annual general meeting of the Chamber in the month preceding. The adoption in England, however, of the Merchandise Marks Act, 1887, placed the whole question on an altered footing. Up to that point the provisions of the Indian Penal Code and the Sea Customs Act were considerably in advance of legislation in England in regard to the prohibition of fraudulent marking and the importation and sale of fraudulently marked goods. But the English Act took a distinct step forward in the wide definitions it extended to false trade descriptions, and by throwing on the holder or seller of falsely marked goods the onus of proof of non-fraudulent intention, and it soon became evident that the strict enforcement of the new law in England would lead to the direct importation into India from foreign countries of fraudulently marked imitations of English goods debarred from sale in that market. When, therefore, a reference from the Government of India through the Government of Bombay reached

the Chamber in January 1888, your Committee lost no time in giving it prompt attention. A Special Committee was at once appointed, consisting of the Honourable F. Forbes Adam, C.I.E., Chairman of the Chamber, A. F. Beaufort, Esq., Deputy Chairman, A. Abercrombie, Esq., G. Cotton, Esq., A. Pallis, Esq., and J. G. Smith, Esq. Their report, which was adopted by the Committee and transmitted to Government, as conveying the opinion of the Chamber, recognised the entire change in the position of the question which had been brought about by the passing of the English Act, and pointing out what the effect of that measure was likely to be by affording every inducement for the direct importation of fraudulently marked and described foreign goods into India, stated that they would welcome prompt legislation on the lines of the English Merchandise Marks Act, 1887, as being alike in the true interests of legitimate traders and native consumers. To the Committee it appeared that some modifications of the English law would be necessary to adapt it to the requirements of trade in India, a prominent feature being that no registration of trade marks existed in this country. Further, they thought it might be found practicable to provide in the Act itself for some of the difficulties of application and interpretation which the working of the parent Act in England had shown as likely to arise; manufacturers of cotton goods and yarns, for instance, owing to uncertain climatic conditions, the varying elasticity of the raw product and other constantly recurring causes, being unable to produce with mathematical exactness the actual weight, length or count, which a piece of cloth or hank of yarn purported to be. The special provisions necessary to meet difficulties of this kind, however, the Committee considered would be most readily elicited by the discussion of a draft bill, which they hoped Government would be able to bring forward at an

early date. They also took the opportunity of pointing out that the introduction of a Merchandise Marks Act would increase rather than diminish the necessity for establishing a legal standard of length, and solicited the attention of Government to the proposals previously submitted for that measure.

No further communication on the subject was received until the end of October last, when information reached your Committee that a draft bill was in preparation or had been prepared, and they lost no time in making application to Government for a copy, on receipt of which it was submitted to the same Special Committee who had previously dealt with the question. After a most careful consideration and analysis of its provisions they reported that, with the exception of the desirability of giving wider publicity to notifications made under the Act by publishing them in the *Gazettes* of the local Governments in addition to the *Gazette of India*, they had no additions or alterations to suggest. Coinciding in this opinion, the Committee of the Chamber expressed their entire approval of the draft enactment and added that, on further consideration, and having regard to the difficulty there would be in providing for all possible contingencies in detail, they had come to the conclusion that instead of endeavouring to meet any difficulties of interpretation or application in the act itself, it would be preferable to leave the terms on the general basis already laid down, trusting to the rules under the Act being such as to admit of easy interpretation by ordinary mercantile experts. A suggestion that the new law should render it compulsory to stamp the true length and width on all piece-goods manufactured in or imported into India was considered, but eventually rejected as being of too sweeping a nature and obnoxious to the principles of free trade.—(*Appendix C.*)

**BILL TO ESTABLISH A LEGAL STANDARD OF
LENGTH FOR INDIA.**

In the interval, while the Merchandise Marks Bill was under preparation, the Chamber, at the beginning of May last, received from the Government of India copy of a draft "Bill to declare the Imperial Standard yard for the United Kingdom to be the Legal Standard Measure of Length in British India."

The Bill being entirely on the lines of, and in response to the requests of the Chamber, the Committee, without the formality of submitting it to the consideration of a Special Committee, immediately reported to Government that its provisions met with the entire approval of the Chamber. So far the Bill has not been passed by the Supreme Legislative Council, but as it leaves little room for discussion and is preliminary to legislation on the lines of the Merchandise Marks Act, its adoption cannot be much longer delayed.—(*Appendix D.*)

**BILL TO PROHIBIT THE MAKING OR ISSUE OF
COINS OR IMITATIONS OF COINS BY PRIVATE
PERSONS.**

This Bill was referred to the Chamber for opinion in March last by the Government of Bombay, and your Committee approving of its provisions reported to that effect. The object of the measure is twofold. To suppress the manufacture in British India of coins, resembling or apparently intended to resemble coins in use and circulation in foreign countries, and to prohibit the manufacture and issue by private persons of stamped and unstamped pieces of copper for use as money. It appears that during a period of depression in the value of copper, private

traders in Rajputana and other places had been making and issuing large quantities of imitation coins which passed into use as money at much above their intrinsic value, thereby obtaining an unauthorised profit to themselves and causing a loss to the revenue, besides perpetuating the currency of an inconvenient form of coin.—(*Appendix E.*)

BILL TO REGULATE THE DUTY PAYABLE ON
SALT WHERE THERE HAS BEEN AN ALTERA-
TION IN THE RATE.

The opinion of the Chamber on this Bill was requested by the Government of Bombay in August last. The object being merely to regulate in a desirable manner the mode in which an enhancement of the Salt duty shall come into effect in respect of seaborne salt, your Committee had no suggestions to make, and reported in favor of the bill.—(*Appendix F.*)

DRAFT RULES UNDER THE NATIVE
PASSENGER SHIPS ACT X. OF 1887.

The attention of the Committee having been called to these draft rules as published in the Government Gazette of 29th November 1888, it was thought advisable that a Special Committee should be appointed to consider and report upon them for the guidance and information of the Chamber, and with the view of addressing Government regarding any alterations or additions which might be deemed desirable. The Special Committee consisted of A. F. Beaufort, Esq., M. C. Turner, Esq., and H. W. Uloth, Esq., and your Committee passed on their recommendations to Government. The chief of these was that in the Schedule regulating the number of boats to be carried by vessels in

proportion to their tonnage, steamers under 200 tons register should be provided with boats in proportion to the number of passengers for which they were licensed.— (*Appendix G.*)

DEFECT IN THE IMPRISONMENT FOR DEBT ACT VI. OF 1888.

Your Committee addressed the Government of India (Legislative Department) in October last regarding what appears to be a defective section in the Act under which fraudulent debtors are afforded protection from imprisonment in a way which the Committee consider is likely to operate to the disadvantage of creditors. Under the draft bill, which was submitted to and approved by the Chamber in 1886, the section maintaining the power to a creditor of imprisoning a judgment debtor, ran as follows:—
“Where the Court is satisfied that, since incurring the liability in respect of which the decree or order was made, the defaulter has fraudulently transferred, concealed or removed any part of his property, or committed any other act of bad faith in relation thereto, with the object or effect of impeding the enforcement of the decree or order by the attachment and sale of his property.” This section, however, is supplanted in the Act, which came into force during the past year, by the following:—

“The transfer, concealment or removal by the judgment-debtor of any part of his property after the date of the institution of the suit in which the decree was made, or the commission by him after that date of any other act of bad faith in relation to his property, with the object, or effect, of obstructing or delaying the decree-holder in the execution of the decree.”

The difference between the two is that while under the draft bill, a judgment-debtor was liable to imprisonment for fraudulently transferring, concealing, or removing any of his property *since incurring the liability*, he is only now liable to imprisonment if the fraudulent transfer, concealment or removal takes place *after the institution of the suit in which the decree was made*. The distinction is most important and has, already in one case—which, on its being brought to their knowledge, was the occasion of the Committee making the representation to Government—been held to protect a fraudulent judgment debtor from imprisonment. The facts of this case so aptly illustrate the operation of the change of the section, that the Committee detailed them to Government, and consider them worthy of repetition here. In November 1886 a firm of native traders filed a petition in the Insolvency Court with liabilities amounting to upwards of 6 lakhs of rupees and assets, good and bad, under Rs. 20,000. After several amendments and modifications of the schedule the case came up for adjudication, two European firms, members of the Chamber, being the opposing creditors. It occupied the court two or three days, and the presiding judge eventually dismissed the petition on the grounds (amongst others) of reckless trading and of obtaining money under false representations. The insolvents were now thrown on the mercy of their creditors, and as they had reason to believe that the debtors were possessed of hidden means and were still engaged in trade under another name, they entered proceedings against them in the Small Causes Court in respect of a redraft for a sum under Rs. 500. A decree was given in favor of the plaintiffs and the debtors were ordered to pay the amount in two equal monthly instalments. On failing to meet the first instalment, a warrant for their arrest was obtained and executed, and the debtors were brought before the Chief Judge with

the object of securing their persons in the hope of forcing them to come to a settlement of the amount due. The defendants opposed the application for their imprisonment, alleging that they were not only unable to pay, but that *after the institution of the Small Cause Court suit* they had not been guilty of any of the laches referred to in the Act, and an affidavit to this effect was filed. The Chief Judge carefully went into the case, but as he did not consider himself empowered under the new Act to take cognisance of the fraudulent conduct of the insolvents antecedent to the institution of the suit in the Court of Small Causes, and as the creditors were without proof of any such fraudulent acts after such institution, although the judgment of the High Court had affirmed their commission previously, the case fell through and the debtors were set at liberty. The judge, however, thought fit to express his regret that he was unable to decide the case on its merits and was of opinion that there were grave objections to the phrase *after the institution of the suit* as employed in the Act. With this opinion the Committee thoroughly agreed and relying upon the strong features displayed by the case, anticipated a prompt recognition on the part of Government of the defect in the Act which they disclosed. The reply of the Secretary to the Government of India in the Home Department, under date of 10th December, however, is more than disappointing. After stating that the change from the original section in the draft bill was introduced by the Legislature on careful consideration, he goes on to say that the Select Committee on the Bill were of opinion that the date of incurring the liability was too remote, and that creditors would be sufficiently protected by the modified clause if they brought their suit as soon as they began to entertain doubts of the good faith of their debtors, and that if suits were brought in time and attachment before judgment

applied for creditors seemed to be provided with a proper and sufficient means of getting their decrees satisfied. In the opinion of the Committee this reply assumes a state of things which in dealing with fraudulent trades is practically non-existent. In the first place creditors would never become involved with fraudulent traders if they were known as such ; and fraud as a rule is only discovered, and indeed in the majority of cases only resorted to, after it would be too late to take action in the manner suggested in the Government reply. Nor, again, are fraudulent debtors generally possessed of property which could be attached easily before judgment, the mere fact of their having resorted to fraud, rendering it almost a certainty that if ever they were possessed of tangible property, care would be taken to place it beyond the reach of creditors before their suspicions were aroused.

Taking this view of the question, the Committee have decided to make further representations to Government, but should they prove ineffectual, the publicity now given to the existing state of the law, may not be without result in placing merchants and others on their guard as to the risks they now run in granting extensive credit without security for payment.—(*Appendix H.*)

RAILWAY EXTENSION.

Your Committee have not been unmindful of the duty devolving upon them as representatives of the Chamber to lose no favourable opportunity of advocating and lending their support to all schemes of railway construction or extension, likely to be for the benefit of the country at large and the Bombay Presidency in particular. But in the past year, as in its predecessor, the finances of the country

have been such, that the Chamber has been reluctant to advocate pressingly any large schemes involving a financial liability to Government. Nor must it be forgotten that the question of Railway extension has within the past few years entered on an entirely new phase. Whereas former Committees of the Chamber could appeal to a map showing main routes of trade unprovided for and large tracts of country liable to periodical attacks of scarcity and famine, isolated from aid and prompt assistance by the absence of communication with more favoured agricultural districts, we have now, with the Indian Midland rapidly approaching completion, the Nagpore-Bengal line being vigorously prosecuted, and the Southern Mahratta and Deccan systems in operation, few main routes on this side of India left uncovered and the majority of the districts subject to famines have been brought into immediate contact with the rest of the country. An enormous and as yet almost an untouched field undoubtedly exists for the development of feeder lines and subsidiary branches to the existing trunk systems, but almost the only main route remaining unsupplied out of these which the Chamber has prominently advocated in the past is

THE GODRA RUTLAM LINE.

In favor of this line as an extension of the B. B. and C. I. system, the Committee had an opportunity of placing the views of the Chamber on record with Government, in support of a memorandum which Major Bisset, R.E., C.I.E., recently submitted, showing with great care and detail the probable cost of the undertaking and the results he calculated upon in the shape of traffic and revenue. On his estimated cost for the entire length of the line, Major Bisset

showed that a return of 4·19 per cent. might safely be reckoned upon, irrespective of the great benefit which would accrue in relieving the pressure on the Ahmedabad-Ajmere section of the Rajputana-Malwa system,, the necessity of providing for which is becoming every day more imperative.

Your Committee in addressing Government on the subject recalled the fact that the line had invariably been assigned an important position in the Chamber's programme of railway development second only in importance to the Midland and Nagpur and Bengal undertakings, and pointed out that the financial aspect of the scheme had of late years gained materially in strength, as not only had the certainty of a remunerative local traffic been clearly demonstrated, but the pressing want of a means of relief to the Rajputana-Malwa Railway had forced itself on the attention alike of the railway authorities and the commercial public immediately interested. In addition to the evidence given by the railway officials showing that the traffic between Ahmedabad and Ajmere must at no distant date reach a point entirely beyond the working resources of that section of the Rajputana-Malwa line, the Committee were able to state from their own experience that during the export season, of 1886, when full crops of seeds and wheat were available, trade with the North-West was so seriously hampered by the delay in transit, that buyers of produce in the interior markets had in several instances to suspend operations; and the first season in which large supplies of export produce again became available, would, in their opinion, see a return of a similar state of things, aggravated by the enormous increase which has taken place in local traffic in the interval.

Accepting it as a fact that the task of removing the excessive pressure in the Rajputana-Malwa system would

ultimately have to be faced, the Committee gave it as the view of the Chamber that the Godra-Rutlam extension possessing as it did the combined advantages of affording a shorter alternative route and every promise of a large and profitable traffic of its own, was decidedly to be preferred to either the doubling of the metre gauge or the conversion to the broad gauge of the Rajputana line. A further advantage pertaining to the offer of the B. B. & C. I. Company to construct the proposed railway as an integral part of their system was the probability that the directors would be able to provide the necessary funds by the issue of $3\frac{1}{2}$ per cent. debentures in the London market at par or at all events at a rate which would leave a surplus from revenue after the project was completed and in full work.

While thus, for the reasons adduced, desirous of placing on record their unqualified support of the proposed undertaking, the Committee were nevertheless constrained to admit that they did not feel justified, in the then position of the country's finances, present and prospective, in claiming the immediate sanction of Government for the prosecution of the scheme. Should financial prospects, however, exhibit signs of improving, or, as at one time seemed not improbable, threatened scarcity amongst the agricultural population of the adjoining districts render relief works desirable, the Chamber would without hesitation recommend the construction of the line being undertaken without loss of time.—(*Appendix I.*)

SCHEME FOR THE CONSTRUCTION OF A METRE GAUGE LINE FROM DELHI TO UMBALLA AND KALKA.

The directors of the Bombay, Baroda and Central India Railway having, through their representative in India, in-

vited the support of the Chamber to a scheme which they had submitted to Government for a line on the metre gauge from Delhi to Umballa and Kalka to be worked in conjunction with the Rajputana-Malwa system; your Committee, after careful consideration, decided, in the interests of the trade of Bombay, to give the project such support on general grounds as its merits appeared to warrant.

As the case was represented by the B. B. and C. I. Railway authorities, the scheme to construct a metre gauge line between the points mentioned as a private enterprise, had been for some time before Her Majesty's Secretary of State for India, but owing to the representations of the Government of India in favour of the line being laid on the broad gauge the proposals of the promoters had been declined and the ultimate construction of the railway on either the metre or the broad gauge thereby jeopardised, as there was no likelihood of reliable promoters being found on the latter basis. Being satisfied from the figures placed at their disposal of the remunerative character of the undertaking, your Committee represented to the Government of India that in event of no immediate prospect existing of its being taken up by a responsible syndicate or company as a broad gauge line, it was extremely desirable for special reasons that the offer of the directors of the B. B. and C. I. Railway should be entertained. The chief of these reasons, in the eyes of the Chamber, your Committee stated, was the facility which the scheme afforded of bringing rapidly and favorably to the notice of the investing public in England the scope which existed in India for the development of private railway enterprise on a profitable footing. This object, the Committee thought, should be allowed to outweigh what otherwise might have been regarded as serious adverse considerations, seeing the desirability of carrying through a promising railway scheme without the aid of a Government

guarantee was rendered the more imperative from the then existing position of the Bengal and North-Western Company—the only line of any magnitude up to that time constructed by purely private enterprise—and the last annual report of which had attracted much unfavorable notice in London financial circles.

The Secretary to the Government of India in the Railway Department favoured the Committee with an exceedingly prompt reply, expressing the entire concurrence of Government with the Chamber's views, but adding that proposals had already been received from more than one set of promoters anxious to undertake the Delhi-Kalka Railway on the broad gauge, and that the Government of India was very hopeful of bringing to an early close the negotiations necessary for the construction of the line on the broad gauge without a Government guarantee.

If the reports, which have since appeared in the public press, are based on reliable information, the expectations of Government appear to have been realised, and the construction of the line will shortly be commenced.—(*Appendix J.*)

DOUBLING OF THE G. I. P. RAILWAY FROM KHANDWA TO ITARSI AND JABALPUR.

The delay in the transit of produce over the Jabalpur-Bhusawal section of the G. I. P. Railway during the months of April, May, and June has been an annually recurring source of complaint from merchants and dealers for the past four or five years, and your Committee, after due consideration, decided to address the Agent of the Company, asking him to impress upon his directors the necessity of at once proceeding with the doubling of the line between Khandwa and Itarsi and ultimately to Jabalpur, as the

best means of providing for the steadily increasing traffic. Pointing out that the resources of the Itarsi-Khandwa section were already taxed to the uttermost during the export season of the year, the Committee called attention to the large additional traffic likely to be thrown upon it by the approaching opening of the Indian Midland system through to Cawnpore, and urged the Agent to take steps to anticipate the probable demands upon the line instead of deferring action until the pressure became excessive. Acknowledging that the doubling of the distance between Blusawal and Khandwa was well advanced, your Committee showed that four years had already been expended upon it, and at the same rate of progress it would take something like fifteen years to accomplish the portion between Khandwa and Jabalpur.

The Agent, in reply, promised to lay the Chamber's views before the board of directors in London, and while stating that the responsible officials of the railway were not unmindful of the probable expansion of traffic in the direction indicated, and were taking steps to provide for it, tacitly admitted the position and its necessities as described by the Committee. As the doubling of the line up to Jabalpur, however, was a work which would involve very heavy expenditure, he contended that it ought only to be undertaken after the necessity had been demonstrated by complete and satisfactory enquiry.—(*Appendix K.*)

PROPOSAL FOR A LIGHT LINE OF RAILWAY BETWEEN VINGORLA AND BELGAUM.

In a communication received from the Secretary of the Vingorla Hitachintak Sabha, under date of 17th June 1888, your Committee were asked to address Government in

support of an accompanying copy of a memorial from that body and the inhabitants of Vingorla, praying for a Government guarantee of 4 per cent. to facilitate the construction of a light line of railway to be laid along the existing road between Vingorla and Belgaum, a distance of 76 miles. The memorialists appear to make out a fairly good case in favour of the undertaking which, they estimate, could be accomplished for a capital outlay of 12 lakhs, but with so many more important projects held in abeyance owing to the financial necessities of Government, the Committee felt that they could not consistently give this scheme active support.—(Appendix L.)

ACCELERATED MAIL SERVICE BETWEEN CALCUTTA AND BOMBAY.

In February last the Secretary to the Government of India, Public Works Department, Railway Traffic, addressed the Chamber, soliciting its opinion on a scheme for the running of a special fast train between Calcutta and Bombay and *vice versa*, in connection with the departure and arrival of the English Mail steamer, under arrangements as to speed and stoppages which would effect a saving in transit of the mails and passengers of one day each way. Considering the proposal of much greater importance to the public of Calcutta and the Mofussil than Bombay, the Committee decided to obtain the views of the Bengal Chamber before replying to Government; and that Chamber having expressed an opinion strongly in favour of the scheme, your Committee added their support, provided the arrangement would in no way affect the regular daily Mail Service between Bombay and Calcutta, and that the arrival of the weekly fast train would be so timed as to avoid any likelihood of detention in the departure of the Mail steamers.

By a resolution in the Department of Finance and Commerce, since issued, it appears that Government have decided to give the experiment an eight weeks' trial one way only, viz., from Calcutta to Bombay, commencing with a departure from Calcutta on Wednesday, 13th February 1889, the continuance of the arrangement to depend on the financial results. The estimated cost of the service is put down at Rs. 1,546 weekly, which, it is expected, will be covered by a special additional charge on letters of $1\frac{1}{2}$ annas per $\frac{1}{2}$ oz. Although the actual time saved by the accelerated train will only be one day, it is anticipated that it will enable people in Calcutta to save an entire week in replying to English correspondence, as the outward Mail will reach Calcutta on Wednesday mornings, and the special, with the homeward letters, will leave on Wednesday evenings, at 8 p.m., thus giving a clear day for reply.—*(Appendix M.)*

ARRANGEMENTS FOR THE THROUGH BOOKING OF TRAFFIC BETWEEN THE B. B. AND C. I. AND NORTH-WESTERN RAILWAYS.

• The Agent of the B. B. and C. I. Railway having brought to the notice of the Chamber a correspondence which he had exchanged with the administration of the North-Western Railway on one hand and Government on the other regarding the through booking of goods on the two lines *via* Ferozepore, which seemed likely to result in the enforcement of principles of railway management adverse to general mercantile interests, your Committee considered it advisable to address the Government of India on the subject.

In the representation which they made, the Committee stated that a perusal of the correspondence left them with

the impression that the director of the North-Western Railway had endeavoured by a policy of obstruction in the matter of through booking to enforce the acceptance by the Agent of the B. B. and C. I. line of an undesirable basis for the regulation of through traffic, while Government by the position it had assumed in regard to the discussion, advocated, by implication at least, a policy of railway management which the Committee considered at variance with the broad principles previously laid down and accepted for the guidance of railway authorities. The main principle to which the Committee of the Chamber took exception was the denial by Government of the right of the Agent of the B. B. and C. I. Railway to adjust the rates over his system, so as to draw goods to Bombay rather than to Karachi, followed by the desire expressed by the Government of India, "that in all future negotiations the Government of Bombay would see the advisability of impressing on the Agent of the B. B. and C. I. Railway the necessity of treating with equal fairness the trading interests of Karachi and Bombay." The Committee interpreted this as being antagonistic to the spirit of the principles formally enunciated by Government and accepted on all hands as the legitimate basis on which railway traffic should be conducted, viz. :—

"That the Managers of railways should be left to fix their own rates and fares, that the interests of railways would be better served by accepting the legitimate consequences of competition, and that the interposition of Government would only be justified in cases where companies under the security of a guarantee might fix rates below what could cover the cost of transport with a margin of profit."

In opposition to this the contentions of the director of the North-Western and the remarks of Government were in effect that through rates should be regulated by equal rates for equal distances and by the trading interests of the

different ports. Pointing out that while the universal adoption of this basis would give Bombay, owing to her enormous natural advantages as a port, a great superiority over her competitors for trade, the Committee felt bound as being for the greatest good of the greatest number to support the principle of fair competition and to enter a respectful protest against the adoption of any policy involving a departure therefrom.

Shortly after the despatch of the Chamber's letter to Government, the two railway administrations arrived at a satisfactory settlement of their difficulties, and when later on the Government of India replied, alleging that the delay regarding arrangements for through traffic had largely originated with the B. B. and C. I. authorities, your Committee did not think it either desirable or necessary to prosecute the discussion at length, and merely answered that renewed consideration of the questions raised did not lead them to recede from the views they had previously expressed.—(*Appendix N.*)

THE DESIRABILITY OF EMPLOYING AT INTEREST THE SURPLUS TREASURY BALANCES OF THE GOVERNMENT OF INDIA.

The financial circumstances attending the issue and subscription of the Government of India loan for $2\frac{1}{2}$ crores of rupees in July last attracted considerable attention in commercial circles, and at the request of some of the members of the Chamber your Committee addressed the Government of India, calling attention to the fact that by the rapid and unexpected withdrawal from the Bank of Bombay to the Reserve Treasury of the large sums paid up by allottees in anticipation of instalments, a sudden rise of quite 2 per cent. had been caused in the value of money in the open market,

accompanied by a feeling of stringency, which at another period of the year, or under other trade conditions than those then prevalent, might have led to serious financial complications. Assuming that the action of Government in the matter was explainable on good and sufficient grounds not apparent to the outside public, and that the withdrawals of cash had been necessitated by the exigencies of the public service, the Committee respectfully suggested that steps should be taken to avoid the recurrence of a similar state of things in future. They further added that a consideration of the subject in all its bearings had attracted attention to the question of the unemployed balances in the Government Treasuries throughout the country. These, the Committee pointed out, had fluctuated in round figures between $10\frac{1}{2}$ and $13\frac{3}{4}$ crores of rupees during the previous year, and they deemed it worthy of the consideration of the Finance Minister, whether some appreciable portion of this enormous amount of money could not be employed at interest in some such mode as the funds of the English Government are utilized in the London market. The Government reply entered very fully into the mode in which the withdrawals of cash had been arranged between the Accountant-General and the Bank of Bombay, and left it to be implied that if any stringency resulted, the cause lay between the officials of that institution and the allottees; with the former in declining the offer of the Accountant-General to leave a large portion of the Government balances with the Bank on interest, and with the latter in availing too eagerly of the conditions of the loan which enabled them to pay up the future instalments of their allotments under interest at 4 per cent. per annum, with money borrowed from the Bank at a lower rate. Government, moreover, questioned the correctness of the statement as to extreme stringency having prevailed,

instancings as a fact in disproof that the Bank of Bombay rate of discount had remained unaltered throughout at 4 per cent. Regarding the suggestion of the Chamber as to the utilisation for trade purposes of a portion of the Reserve Treasury balances, quoting extracts from despatches of Her Majesty's Secretary of State for India in 1874 and 1875 and remarks made in the Legislative Council of India in 1875 by the Honorable Sir W. Muir and the Honourable Mr. Bullen Smith, Government stated that they did not consider the proposal open to discussion. Deeming the reasons adduced by no means conclusive, your Committee ventured to reply at some length showing that whatever precautions Government might have taken to prevent the issue of the loan unsettling the money market, the broad fact remained that such had been the result, the charge for accommodation having been advanced from below 2 to quite 4 per cent., and asking that on future occasions precautions might be taken to withdraw the funds accruing from loans in such a manner as to cause the least possible disturbance to the ordinary financial position. Referring to the question of the desirability or otherwise of utilising a portion of the unemployed Treasury Balances, the Committee pointed out that the arguments derived by Government from the despatches of the Secretary of State in 1875, and the opinions of members of the Legislative Council of India expressed about the same time, had now by the great change and expansion which had taken place in trade conditions and banking facilities lost much of their force, and that what might have fairly been regarded as inexpedient or hazardous thirteen or fourteen years ago was not necessarily so now. Pointing out that the Government balances were generally at their maximum in March, April, and May, in which the demands of the export trade called for the largest monetary facilities, the Committee gave it as the opinion of the

Chamber that it would be perfectly practicable by a well considered scheme for Government to obtain a remunerative return on a considerable share of their unemployed funds without incurring appreciable risk, or materially disturbing existing arrangements with the Presidency Banks. The Committee indeed expressed the belief that the adoption of their suggestion would tend in favour of a steadier money market throughout the year, as the Treasury Balances in the hands of the Banks would become less an element of uncertainty than they are at present, while the violent fluctuations caused by funds having to be brought out to meet short periods of pressure would, if not altogether obviated, be at all events greatly mitigated.

Since this report was in preparation the Committee have received a reply to their second letter, which, while it negatives the proposal of the Chamber regarding the utilisation of the Treasury Balances, nevertheless justifies the value of the discussion by the clear and succinct exposition it affords of the entire question of Government finance. Demonstrating that a gross reserve of 8 to 10 crores of rupees is absolutely indispensable for the legitimate requirements of Government, the Finance Minister favours the Chamber with an account of the management of the Government Balances which is not only of the greatest interest to the mercantile community but constitutes a valuable record of the mode in which the funds of the country have to be manipulated to meet the demands of the Currency and State expenditure.—(*Appendix O.*)

THE TANSA WATER WORKS LOAN.

The Committee of the Municipal Corporation on the question of the Tansa Water Works Loan having submitted a *precis* of the correspondence which they had exchanged

ed with Government regarding the raising of funds for carrying out the undertaking, respecting some of the points raised in which they were desirous of the opinion and advice of the Chamber, your Committee, after a careful perusal of the papers, had no hesitation in stating to the Municipal representatives that they considered the contentions of the Municipality as to the terms on which they should be allowed to borrow the requisite funds just and sound. Government up to that point had ruled that the loans raised by the Corporation should be on the basis of repayment within 40 years, but having regard to the fact, that of the total sum of 123 lakhs required, 47 lakhs had already been borrowed for a period of 60 years, the Committee were decidedly of opinion that it would both be inconvenient to investors and prejudicial to the interests of the Municipality to issue the balance of 76 lakhs for any shorter period. Furthermore, your Committee considered that for a scheme of the magnitude and permanent utility of the Tansa Water Works, the Municipality were justified in asking that the repayment of the cost should be extended over the longest term of years admissible under the borrowing powers conferred upon them by the Municipal Act, more especially as the present generation of taxpayers will have to contribute a considerable share of the outlay before they can reap the slightest benefit from the work. The Committee were disposed to agree with Government that the Municipality of Bombay would be able, in the course of a few years, to raise money on easier terms than 5 per cent. per annum, but even admitting that, they did not consider the prospective advantage would compensate for the better terms the 76 lakhs would now command by being issued for the longer period of 60 years and forming a portion of the larger loan. The Chamber's letter has been embodied in the memorial of the Municipality to the Secretary of State on the subject, and

at a meeting of the Corporation the support rendered was courteously acknowledged in a special vote of thanks.—
(Appendix P.)

ELECTION OF CHAMBER'S REPRESENTATIVES ON THE CORPORATION UNDER THE NEW MUNICIPAL ACT.

The new Municipal Act III. of 1888 provides for the election by the Chamber of two members of the Corporation who will be entitled to serve for three years from 1st April 1889. The date of the election has been fixed by the Municipal Commissioner for 6th February, and your Committee have drawn up the following rules for the conduct of the election in the manner prescribed by the Act which the members of the Chamber will be asked to pass at the Annual General Meeting:—

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.
4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes, preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

THE METEOROLOGICAL REPORTERSHIP FOR WESTERN INDIA.

In May last information reached the Chamber that Government had decided to abolish the office of Meteorological Reporter for Western India, and substitute for it a reportership on a reduced scale of pay, the effect of which would be to put a stop to the system of storm warnings and scientific investigations carried on for some years by the previous incumbent, Mr. F. Chambers, substituting a mere transmitting office working through and under the Meteorological office at Simla. As the change seemed to involve a decidedly retrograde step likely to be detrimental to mercantile interests, and especially so to the shipping frequenting the port, your Committee instituted special enquiries on the subject as the result of which they resolved to address Government, not only objecting to the change, but urging the desirability of improving the service by establishing additional coast and inland signal stations, the daily telegraphic reports from which would enable the progress of the rains and cyclonic disturbances to be properly watched and more accurately forecasted. As showing the interest members of the Chamber took in the movements of the monsoon and weather conditions generally, the Committee instanced the bi-weekly weather and crop reports which the Chamber had

organised and maintained at its own expense for the previous three years and had now become almost indispensable to merchants and others connected with trade. This service, as the Committee pointed out, would never have been found necessary had the Government reports been organised in a full and efficient manner similar to the system in Calcutta where a daily weather chart and report is available to the mercantile public for the mere cost of printing. No written acknowledgment of the Chamber's letter was vouchsafed by Government, but after an interval Mr. J. Elliot, the acting head of the Meteorological Department of the Government of India, visited Bombay with the object apparently of arranging for the retention of Mr. Chamber's services in his previous position. This, for financial reasons, was evidently not found practicable as he was relieved of his duties and the scientific work of the office closed on 2nd August. Since then Mr. Hutchinson, Superintendent of the Telegraph Department, has been gazetted to the charge of the office, and through him the Meteorological Department have suggested a scheme whereby for a small monthly charge to be subscribed between the Chamber and the Port Trust, a daily telegraphic weather report chart and storm warnings, and a bi-weekly crop report on the lines of that hitherto supplied by the Chamber, will be furnished to each member of the Chamber. The system may lack the completeness which it would have had under an officer of scientific acquirements like Mr. Chambers, but if efficiently worked it will be at all events a great improvement on previous arrangements. It is, however, to be regretted that by the removal of Mr. Chambers the opportunity is lost of carefully collecting observations with the object of therefrom deducing laws and preparing forecasts that only a man of Mr. Chamber's high scientific attainments and long experience is properly qualified to do.—(*Appendix Q.*)

PROPOSED REDUCTION IN RATES OF POSTAGE BETWEEN ENGLAND AND INDIA.

At the request of some of the members of the Chamber your Committee have had under consideration the question of existing rates of postage between England and India, and the desirability, if practicable, of obtaining some reduction from what are undoubtedly comparatively high charges having regard to those prevailing between England and the colonies, and between India and countries in the continent of Europe. After going thoroughly into the question, however, the Committee decided not to address Government or take any active part in the agitation originated by the London Chamber of Commerce, as, to their thinking, under the peculiar conditions attending postal communications between England and India, a reduction in rates would not probably be recouped by any increase in the number of letters, and as the postal service is at present carried on at a loss, they did not consider it advisable, in the existing position of Indian finance, to ask Government to forego any source of revenue, however small. The Bengal Chamber of Commerce taking a different view of the question, memorialised the Government of India on the subject, but your Committee consider that the detailed reply of the Secretary to the Government of India, Department of Finance and Commerce, shows very clearly that, for the present at least, any reduction would be unadvisable—(*Appendix R.*)

MAINTENANCE OF A SUBSIDIZED MAIL SERVICE WITH ZANZIBAR.

The Postmaster General, Bombay, in May last, solicited the opinion of the Chamber on the question of maintaining a subsidized mail service with Zanzibar in the interests of

the Indian trade with that place. Since 1872, the British India Steam Navigation Company has received a subsidy from the Home Government for a four-weekly service between Aden and Zanzibar. That contract, however, expired in September 1888, and the object of the enquiry was to ascertain whether a similar agreement should be continued or the service be made dependent upon the direct communications existing between Bombay and Zanzibar by means of the steamers trading between the two ports, which generally belong to the Sultan. From statistics which had been specially recorded during the previous year, it was found that an average number of ten thousand letters were brought direct to Bombay by the Sultan's steamers as compared with three thousand carried *via* Aden by the British India steamers. From this side, however, the bulk of the correspondence for Zanzibar is sent *via* Aden owing to the fact that the dates of departure of the Sultan's steamers are irregular and not sufficiently advertised.

Your Committee replied that having regard to the weighty political and commercial interests which England had at stake in Zanzibar and on the East-Coast of Africa generally, they were decidedly of opinion that it would be advisable to continue the existing subsidy paid by the Home Government for the service between Aden and Zanzibar. But they did not consider that the revenues of India should be saddled with any portion of the cost, the communication with Zanzibar being, as already shown, fairly frequent by direct steamers. Ultimately, the Committee believed the progress of trade might admit of a more frequent and regular service, and, in that event, it might be in the interests of this country to incur some outlay in subsidizing a mail line, but that line, they thought, should be direct between Bombay and Zanzibar.—(*Appendix S.*)

SUGGESTION FOR THE REDUCTION OF RATES CHARGED FOR "URGENT" TELEGRAMS.

In July last the Chamber was favoured with a copy of a resolution passed by the Government of India, defining the general principles prescribed for the guidance of officers as to the class of telegrams to be adopted in service communications. Summarised, the regulations are as follows:—

First.—That if it is not necessary that a reply by post or wire should be despatched within office hours of the same day the message should be sent "deferred."

Second.—That, if it is considered essential that a reply should be sent the same day, the message should be sent "ordinary."

Third.—"Urgent" messages should be used only

- (a) In cases of real emergency,
- (b) In cases where the despatching officer knows that the line is for some reason blocked, and considers his message sufficiently important to take precedence of ordinary traffic.

Your Committee, in acknowledging receipt of this resolution, expressed their entire approval of the object and tenor of these regulations which, they had no doubt, would remedy a real abuse. At the same time they availed themselves of the opportunity to call the attention of Government to what they considered the exceedingly high cost of telegrams in India, as compared with other countries, pointing out that a charge of Rs. 2 for an "urgent," and Re. 1 for an "ordinary" message of eight words was exceedingly heavy as compared with the tariff of 6d. for 12 words in England, half-a-franc for 10 words in France, 60 pfennigs for 10 words in Germany, and 6d. for 10 words in

Australia. The Committee suggested that a reduction might be made in "urgent" messages at least, bringing the charge down to Rs. 1-8. This concession, they considered, would be more likely to add to than decrease the revenue, as it would induce and attract a large addition to the business of the Department.

The Government replied very courteously and fully to the Chamber's suggestion which they did not, however, deem desirable. Drawing a comparison between the Indian tariff and the rates prevailing in other countries, Government showed that, owing to the enormous distances between the stations, entailing heavy outlay in working and maintenance of lines, the actual charges were proportionately not so heavy as the Chamber appeared to believe. Further, that experience had shown that a reduction in the tariff was not responded to in India by a proportionate increase in business which generally followed in England and Europe.

Having regard to the financial position of Government, your Committee did not deem it requisite to press the matter further, although they still think, from the rapidity with which trade is expanding throughout the country, that it will be found practicable, at no distant date, to make the reduction suggested in "urgent" messages without it leading to any falling off in revenue.

On 21st June last, the Director General of Telegraphs notified that owing to the fall in exchange the rate for messages to the United Kingdom and other countries in Europe had been increased by 3 annas a word and to other continents proportionately, the increase to take effect from 1st July. Seeing that the terms of the Telegraph Convention necessitated the charge for messages being maintained

on the equivalent of a sterling rate, the Committee saw no advantage in discussing the increase, and, therefore, merely passed on the notification for the information of members.—(*Appendix T.*)

PROPOSAL FOR THE OPENING OF CURRENT ACCOUNTS BY THE GOVERNMENT TELEGRAPH DEPARTMENT WITH THE PUBLIC, FOR COST OF TELEGRAMS.

A suggestion was received from a member of the Chamber that to avoid the transmission of cash by sepoys and others for cost of telegrams, the Government Telegraph office should be asked to open current accounts with the public which could be adjusted weekly or monthly, deposits to cover the probable expenditure being paid in advance.

The Committee gave the matter careful consideration, but decided not to recommend any departure from the present system, as, in their opinion, by purchasing stamps in advance, there was no necessity to incur the risk of sending cash by messengers, while pre-payment in stamps afforded Government the cheapest and most efficient means of collection and check.—(*Appendix U.*)

PROPOSED CHANGE IN THE FORM OF BULLION CERTIFICATES.

In January last a reference was received from the Commissioner of Paper Currency in regard to a proposed change in the form of Bullion Certificates. These, as at present

issued, are not negotiable instruments according to law, and the Negotiable Instruments Act does not provide for the issue of certificates in a negotiable form. It was accordingly suggested that they might be issued payable to the holder, which would admit of their passing by delivery, and the opinion of the Chamber was requested as to whether bankers and others would be in favour of this alteration, or if any other arrangement of a practicable character could be suggested.

After obtaining the opinions of the Exchange Bankers, however, the Committee replied that the general opinion seemed to be in favour of retaining the present system of Bullion certificates which, hitherto, had, in Bombay at least, worked satisfactorily ; but if any change were made it would be advisable to make payments by crossed cheques on the Treasury. This mode, the Committee admitted, would, doubtless, entail some slight additional work on the Department, but it seemed to them the only plan by which the danger of paying, as at present, on blank-endorsed receipts could be safely obviated or minimised.—(*Appendix V.*)

OUTPUT OF SILVER FROM THE AUSTRALIAN MINES.

The reports current of the large and rapidly increasing output of silver from the Australian mines, induced the Committee to endeavour to ascertain, if possible, something more reliable on the subject than could be gleaned from the

newspapers and other sources of information open to the public. They, accordingly, addressed the Melbourne Chamber of Commerce, asking them if they could throw any light on the subject, and if they would favour this Chamber with such figures of the production and export of silver from the colonies as they might have at their disposal. The Melbourne Chamber very courteously replied giving a series of figures obtained from the Broken Hill Proprietary Company—the greatest producers in the colonies—and from the Australian Smelting and Refining Company, Limited, the only other Company whose production, they stated, was large enough to be worth quoting.

These returns, which gave the production of the previous half-year, the Melbourne Chamber considered might be taken as fairly representing the probable rate of output for another year ; but after that they looked for a considerable increase, as large concentrating works for the treatment of the poorer classes of ores were about to be constructed, or were in course of construction, and it was expected that a number of mines now unable to treat their own ores profitably, would, by the improved facilities thus made available, be placed in a position to extract silver at remunerative rates.

Considering the figures interesting as being the most reliable information which had yet been made public regarding the Australian production of silver, the Committee published them in the daily newspapers for general information.—
(Appendix W.)

COTTON.

This staple export has not come before the Chamber this year in any form, the wants of the trade having apparently been fully met by the regulations of the Bombay Cotton Trade Association, under the auspices of which all disputes and questions of custom continue to be satisfactorily disposed of. The Clearing House scheme for the settlement of contracts for future delivery was put on a working basis by the Association in the beginning of the year, but has never been practically tested.

For convenience of reference, the Committee subjoin a comparative statement of the receipts of cotton into the port during the past three seasons :—

Growths.	Season 1885-86.	Season 1886-87.	Season 1887-88.	Percentage Increase or Decrease in 1887-88 as compared with 1886-87.
	F.P. Bales.	F. P. Bales.	F. P. Bales.	
Dhollera	3,86,890	3,41,540	3,31,965	— 2·80
Broach	1,59,519	1,10,616	1,04,812	— 5·24
Bengals	2,36,438	2,73,035	2,19,685	— 19·53
Berar	3,17,192	3,22,490	2,03,811	— 36·80
Khandeish	1,87,033	2,75,739	2,13,549	— 22·55
Barsi and Nugger ...	80,111	88,726	90,438	+ 1·92
Hingunghat	16,404	19,799	1,194	— 93·97
Compta and Dharwar* .	80,422	1,82,084	1,27,608	— 29·91
Madras and Westerns* .	26,147	33,141	19,704	— 40·54
Sind... ..	27,194	47,914	53,325	+ 11·29
Persian	14,575	15,377	16,688	+ 8·52
Other Sorts	1,220	350	814	+ 132·57
Total...	15,33,145	17,10,811	13,83,593	Net Decrease 19·12

* For 10 months only.

The distribution of the crop in the form of shipments to European ports has been as follows :—

NAMES OF PORTS.	1888.			1887.			Increase or Decrease.	Percent- ages.
	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months		
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.		
Liverpool	1,31,630	26,761	1,58,391	2,63,016	30,711	2,93,727	1,25,333	44.17
London	60,429	10,853	71,282	88,490	9,063	97,552	26,300	26.95
Hull	2,400	200	2,600	2,115	200	2,315	25	12.31
Marseilles	9,515	2,300	11,815	5,698	3,400	9,098	2,717	29.86
Havre	39,342	3,124	42,466	88,892	11,091	99,983	57,550	67.52
Dunkirk	18,005	1,350	19,355	29,325	3,470	32,795	13,410	40.89
Antwerp	1,27,191	29,953	1,57,144	1,55,055	17,285	1,72,340	15,196	8.81
Ghent	19,582	100	19,682	10,770	...	10,770	83	81
Amsterdam	710	...	710	10,360	...	10,360	9,610	93.14
Bremerhaven	...	...	...	7,848	...	7,848	7,848	...
Hamburg	11,966	830	12,796	2,875	485	3,360	8,956	264.86
Barcelona	7,627	1,052	8,679	5,200	1,650	6,850	1,850	27.13
Genoa	77,356	21,769	99,125	79,096	17,967	97,063	2,612	2.72
Naples	12,900	4,418	17,318	12,690	5,456	18,146	738	4.08
Venice	52,960	6,742	59,702	82,785	7,525	90,310	19,332	48.10
Leghorn	2,500	...	2,500	2,750	...	2,750	250	9.09
Trieste	1,53,398	25,028	1,78,426	1,67,957	26,679	1,94,636	6,210	3.26
Piræus	1,000	...	1,000	1,400	...	1,400	400	28.57
Odessa	26,763	2,756	29,519	19,245	5,636	24,881	4,632	18.61
St. Petersburg	750	...	750	...	...	...	750	...
Gottenburg	600	600	1,200	500	100	600	600	100.00
Christiania	50	50	100	500	...	500	400	80.00
Malmö	200	...	200	...	...	...	200	...
Narvik	300	...	300	...	...	...	300	...
Nyköping	100	...	100	...	...	...	100	...
Port Said	200	550	750	1,555	3,149	4,704	3,954	94.05
Total..	7,49,054	1,37,993	8,87,047	9,08,031	1,43,900	11,11,931	2,24,884	20.22
							Net De- crease.	

On comparing receipts and shipments it will be perceived that while the former have decreased by 19.12 per cent.

the exports to Europe show a diminution of 20·22 per cent., the difference being no doubt owing to the continued increase of consumption by the local mills.

The present Cotton season is an unusually early one, the receipts of new crop up to 31st December being considerably more than double what they were for the same time last year. This rate of increase, however, is not likely to be maintained throughout, as the reports regarding the later growths are not proportionately favorable, the Bhownugger, Dhollera, and Southern Mahratta crops having all suffered from deficient rainfall :—

Growth.	1888.	1887.	1886.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	49,275	34,933	68,130
Berar	59,204	17,090	53,886
Khandeish	50,016	28,600	31,573
Hingunghat	12,434	136	11,316
Broach	1,600	.....	.....
Total	1,72,529	80,759	1,64,905

WHEAT.

Although considerably below the favourable harvest of 1884-85 and 1885-86, the wheat crop of 1887-88 has been considerably better than the preceding year, as with an estimated increase of only 119,398 acres under cultivation, the estimated outturn shows an excess of 757,933 tons, the following being the comparative figures for the past three seasons :—

	Acres.	Outturn in tons.
1887-88	26,854,882	7,148,628
1886-87	26,735,484	6,390,695
1885-86	27,302,742	7,739,424

For each province in detail the comparison stands as follows :—

Province.	Supposed normal area under Wheat.	Area 1886-87.	Area 1887-88.	Outturn 1886-87.	Outturn 1887-88.
	Acres.	Acres.	Acres.	Tons.	Tons.
Punjaub	6,765,000	5,943,400	6,179,800	1,361,915	1,668,506
North-West Provinces and Oudh	5,081,500	4,962,942	4,952,354	1,732,050	1,907,000
Central Provinces	3,967,000	4,297,949	4,601,683	860,000	1,138,800
Bombay (including Baroda)	2,871,600	2,860,454	3,010,954	801,400	862,475
Berars	853,000	933,938	1,052,918	133,419	154,727
Total...	19,539,500	18,998,683	19,797,709	4,888,784	5,731,508

Native States.	Supposed normal area under Wheat.	Area 1886-87.	Area 1887-88.	Outturn 1886-87.	Outturn 1887-88.
Bengal (Behar).....	1,267,516	1,009,335	1,085,212	400,000	306,000
Rajputana	1,984,554	1,562,309	1,514,505	397,769	365,799
Central India	3,500,000	3,500,000	2,884,765	500,000	508,408
Hyderabad	1,016,743	1,156,229	1,067,022	69,565	102,828
Mysore	17,000	8,928	5,669	1,244	752
Cashmere	500,000	500,000	500,000	133,333	133,333
Total...	8,285,813	7,736,801	7,057,173	1,501,911	1,417,120

The increase, it will be observed, is pretty evenly distributed over the Panjab, North-West Provinces, the Central Provinces and the Bombay Presidency ; and as all these districts are tributary to Bombay, this port continues to maintain its pre-eminence in exports as will be perceived from the subjoined statement showing the actual shipments during the past three years from Bombay, Calcutta and Karachi :—

	1888.	1887.	1886.
	cwts.	cwts.	cwts.
Bombay	96,60,701	92,48,564	1,23,56,690
Calcutta	29,75,524	45,80,247	65,96,915
Karachi	29,85,545	6,59,556	37,27,042
	1,56,21,770	1,44,88,367	2,26,80,647

The reports regarding the growing crop would appear to indicate a yield under the previous season 1887-88. In the Panjab, the latest advices are all favorable, the acreage under cultivation, however, being estimated at about $2\frac{1}{4}$ per cent. below the actual ascertained area at last harvest. In the North-West Provinces and Oude, the area, on the other hand, is supposed to be somewhat in excess of the previous year; but the absence of the usual winter rains has adversely affected the condition of the crop. In the Central Provinces, prospects are also less favorable; and the Native States show a slightly decreased acreage under cultivation with a somewhat discouraging report as to condition.

IMPROVEMENT IN THE CLEANING OF WHEAT.

In February last the Liverpool Corn Trade Association adopted a resolution to the effect that "no standards of "Choice" or No. 1 white Bombay wheat be made up for the coming season, but that the words "Liverpool standard" as applied to these descriptions shall mean—

- (a) In the case of "choice" white Bombay wheat containing not less than 93 per cent. of soft white club wheat, and not more than 4 per cent. of soft and hard red, nor more than 3 per cent. of dirt, seeds and grain other than wheat.
- (b) In the case of No. 1 white Bombay wheat containing not less than 85 per cent. of soft white club wheat, and not more than 12 per cent. of soft and hard red, nor more than 3 per cent. of dirt, seeds and grain other than wheat.

This resolution having been brought to the notice of your Committee they deemed it desirable to discuss it in

conjunction with a full meeting of the members of the Chamber most largely interested in the trade ; and on 9th April, a meeting was held at which the following gentlemen were present :—

THE HON'BLE F. FORBES ADAM, C.I.E., *in the Chair*.
 H. W. ULOTH, Esq., P. & O. S. N. Co.
 A. F. SIMPSON, Esq., NEW ORIENTAL BANK.
 MAJOR W. S. S. BISSET, R.E., C.I.E., B. B. & C. I. RAILWAY.
 A. FALLIS, Esq.,
 M. SCOULOUDI, Esq., } MESSRS. RALLI BROTHERS.
 A. F. BEAUFORT, Esq., MESSRS. LYON & Co.
 H. C. WRIGHT, Esq., THE BOMBAY COMPANY, LD.
 W. M. MACAULAY, Esq.,
 J. M. RYRIE, Esq., } MESSRS. EWART, LATHAM & Co.
 W. LANG, Esq., MESSRS. LANG, MOIR & Co.
 L. BERGL, Esq., MESSRS. DREYFUS & Co.
 J. STEINER, Esq., MESSRS. VOLKART BROTHERS.
 P. LEUTHARDT, Esq.
 W. A. BANKIER, Esq., MESSRS. FINLAY, MUIR & Co.
 L. R. W. FORREST, Esq.,
 R. L. STEWART, Esq., } MESSRS. KILLICK, NIXON & Co.
 VIZBUCANDAS ATMARAM, Esq., MESSRS. NARANDAS RAJA-
 RAM & Co.
 H. W. PATRICK, Esq., MESSRS. SAMUEL SANDAY & Co.
 R. A. WILLIS, Esq., MESSRS. C. H. B. FORBES & Co.
 R. S. CAMPBELL, Esq., MESSRS. W. & A. GRAHAM & Co.
 J. FACHIRI, Esq.

As the result of a somewhat prolonged discussion the following resolutions were passed :—

- I. That the refraction on "choice" and No. 1 club wheat shipped to Liverpool shall be fixed at not over 2 per cent.
 - II. That the admixture shall not exceed in "choice" 6 per cent. of other than soft white, and in No. 1, 13 per cent. of other than soft white.
 - III. That a copy of the resolutions passed to-day be sent to the London Corn Trade Association by
- cc 9 ,

the Chamber, adding that as shippers are anxious to improve the quality of Indian wheat they hope the London Association will be willing to limit the refraction on Bombay wheat to 2 per cent.

In accordance therewith the Committee addressed the Liverpool Corn Trade Association and the London Corn Trade Association respectively. The former replied that in order to meet the views of this Chamber, the Directors had adopted the following analysis as the basis of the Liverpool standards of Bombay wheat:—

For Choice White Bombay Wheat.

Not less than 93 per cent. of soft white club wheat.

Not more than 5 per cent. of soft red and hard wheat.

Not more than 2 per cent. of dirt, seeds and grain other than wheat.

For No. 1 Bombay Wheat.

Not less than 85 per cent. of soft white club wheat.

Not more than 13 per cent. of soft red and hard wheat.

Not more than 2 per cent. of dirt, seeds and grains other than wheat.

They did not, however, see their way to reduce the percentage of white wheat in the standard of "choice," more especially as contracts had already been made on the basis of 94 per cent. of white wheat.

The London Corn Trade Association did not apparently perceive the necessity of adopting this Chamber's suggestion, their reply being to the effect that as no demand had

been made on the part of buyers to alter the terms of the existing form of contract for Indian wheat, and as there was also a difference of opinion on the subject on the part of sellers, the Committee of the Association did not see their way to carry out the resolutions of the Bombay Chamber.

Your Committee cannot but regret that their efforts to obtain a legitimate basis for the trade have thus proved practically unavailing, convinced as they are that the only sure means of improving the cleanliness of the wheat shipped from this country is for buyers in Europe to insist upon getting a cleaner article. Shippers could with little difficulty comply with any reasonable standard of cleanliness, but so long as home consumers are willing to contract for wheat containing a certain percentage of refraction to ship anything better would mean so much absolute loss.—(*Appendix X.*)

WHEAT STATISTICS FOR *BRADSTREET'S* JOURNAL.

The proprietors of *Bradstreet's Journal* in May last asked the Committee of the Chamber if they could procure for them the figures showing the stocks of wheat held at the Indian shipping ports, say Bombay, Calcutta and Karachi, on the 1st January, 1st April, 1st July, and 1st October in each year, offering in return for this information, if procurable, to supply the Chamber with telegraphic reports of the stocks of wheat at the principal points throughout the world, as also of the estimates of the cotton crop of America which that Journal has been in the habit of issuing for a number of years past. The Committee informed Messrs. Ballantine & Co., the Bombay agents for *Bradstreet's*, that they would communicate with Karachi and Calcutta, and if the required figures were

obtainable, would be happy to communicate them to *Bradstreet's Journal* in the manner desired. The replies from Calcutta and Karachi, however, showed that such information could not be obtained of a reliable character and the project could not therefore be carried out.—
(Appendix Y.)

OPINION ON SAMPLES OF PRODUCE SUBMITTED TO THE CHAMBER.

In January 1888, Captain W. B. Ferris, Assistant Political Agent, Katiawar, submitted a sample of arrowroot flour grown on the Goudal farm and prepared there afterwards, with a request for an opinion as to its quality and market value. The Committee, having had the sample analysed, replied that it possessed the characteristic form, size, and markings of genuine *Maranta* (arrowroot) starch, was free from extraneous matter, showed careful preparation, and that it was regarded as a genuine, well-prepared arrowroot, quite equal to any in the market. Such arrowroot, the Committee intimated, would be worth from Rs. 10 to Rs. 14 per maund.

A sample of jaggery prepared from sugar-cane, grown by a native in Poona, having also been submitted to the Committee for opinion during the year, they replied that cane jaggery of quality equal to the sample would find a ready sale in London, to which port it was shipped in large quantities from the Madras Coast, but that the quality of the sample prepared in Poona was much drier than the Madras Coast jaggery, the home value being about 9s. 9d. to 10s. per cwt.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

The Piece Goods Arbitration Rules continue to work satisfactorily, 30 cases having been submitted to the Com-

mittee of the Chamber for the appointment of an umpire where the original arbitrators had been unable to agree. The decisions of the umpires in these cases have been accepted without cavil, except in one case only where a native disputant objected under a misapprehension of the rules. This objection, however, was withdrawn on an explanation being given, showing his mistake.

Two special arbitrations only on other than piece-goods disputes have been submitted to the Chamber during the year for settlement:—

Claim for difference in freight.—The first was a dispute between Messrs. Volkart Brothers and Messrs. Killick, Nixon and Co. regarding the liability of the latter to the former for difference in freight and expenses incurred through cargo having been shut out of the s.s. “Knight Companion,” for which Messrs. Killick, Nixon and Co. were agents. A Sub-Committee was appointed to deal with the reference, consisting of Messrs. A. F. Beaufort, R. S. Campbell, and G. C. Scaramanga, and as the dispute opens up some points of interest to the general body of members, the Committee consider it desirable to place a summary of it on record for future guidance.

The claim originated under a shipping order granted by Messrs. Killick, Nixon and Co. to Messrs. Volkart Brothers, on 13th August, per s.s. “Knight Companion” (to arrive) to Antwerp for 70 to 75 tons seed wheat ^{and} hemp at 18s. 9d., order to be cancelled if the steamer was not ready to load by 21st September, shipment to be completed in 3 days after notice. The steamer arrived on 2nd September, and on 15th September Messrs. Volkart Brothers, in accordance with a request from Messrs. Killick, Nixon and Co., dated 13th, sent alongside the “Knight Companion” 350 bales Hemp of which only 80 were taken on board, the remaining 270 bales being shut out. For these 270 bales Messrs. Killick, Nixon and Co., in response to a request from Messrs. Volkart Brothers, tendered a shipping order by the steamer “Methley Hall,” but as that vessel was

not in a position to give September shipment, to which Messrs. Volkart Brothers considered they were entitled, they declined to accept the order and booked the 270 bales per s. s. "Merton Hall" for Liverpool with transhipment to Antwerp.

The Committee having perused the papers and correspondence submitted by the parties decided that,—

- (1) Messrs. Killick, Nixon and Co. under the shipping order did not guarantee and were therefore not responsible for September shipment.
- (2) That Messrs. Killick, Nixon and Co. in tendering a shipping order by the s.s. "Methley Hall"—the first going steamer for Antwerp—did all that was required by the customs of the trade *under the terms and conditions of the shipping order*, and Messrs. Volkart Brothers, having refused the shipping order so tendered, were not entitled to recover the difference of freight incurred by shipping in the s.s. "Merton Hall."
- (3) The Committee considered, however, that Messrs. Volkart Brothers were entitled to recover the extra expenses which they actually incurred owing to the cargo being shut out, which, from the claim rendered, appeared to amount to Rs. 139-4-0.

Dispute between Messrs. Ralli Brothers and Mr. Soonderdas Dhurumsey regarding time for shipment under a shipping order per s.s. "Indrani."—A special sub-committee was appointed to arbitrate in this case, consisting of Messrs A. F. Beaufort, L. Aeppli, and J. L. Symons. The matter in dispute was a claim for 10s. 6d. per ton extra freight made by Mr. Soonderdas Dhurumsey on Messrs. Ralli Brothers on 829 bags of cargo shipped by the latter firm under a shipping order granted by the former under date of 15th August 1888, which contained the clause—

To be alongside in 5 days' notice, if not alongside by that date, full freight to be forfeited for any portion not shipped as liquidated damages.

The notice for shipment was served by Mr. Soonderdas Dhurumsey on Messrs. Ralli Brothers on the afternoon

of Saturday, 13th October, at 2 p.m., and under this notice Mr. Soonderdas Dhurumsey claimed that time for shipment expired on the 18th, while Messrs. Ralli Brothers contended that they had up to the 20th inclusive, the difference at issue being as between running and working days. Shipment was completed by 829 bags sent alongside on the 18th and 19th instant, which the shippers said were in time, and the grantor of the shipping order considered were not in time in terms of the clause above quoted, and enhanced freight was accordingly claimed on these bags. Messrs. Ralli Brothers alleged that, irrespective of being entitled to 5 clear working days for shipment, they were unable to send the 829 bags alongside earlier owing to the shed being full and the Dock authorities refusing permission to cart any goods at an earlier date. This contention Mr. Soonderdas Dhurumsey declined to admit, alleging that it would be the duty of the shippers to send their cargo alongside in boats in event of the dock shed being full as stated.

The Committee were of opinion that Mr. Soonderdas Dhurumsey was not entitled to claim any additional freight beyond the rate specified in the shipping order, for the following reasons :—

(1) The Committee, without expressing an opinion on the general principle as to whether 5 days after notice in a shipping order should be held to mean running or working days, considered that, in this case, where notice was served on the shippers at 2 p.m. on Saturday with Sunday and Monday (a charter-party holiday) following, the shippers were entitled at least to shipment up to Friday the 19th instant, inclusive, and by shipping the balance of the cargo on or before that date, complied with the terms of the shipping order.

(2) Although, under the foregoing decision, the point did not arise as to whether in the case of no room being available in the Dock sheds the shippers would require to send their cargo alongside the steamer in boats, the Committee were of opinion that the shippers would not be so liable, and that it would not be compulsory on them to ship by boats.

(3) Mr. Soonderdas Dhurumsey having taken the cargo on board without other arrangement than that specified in the shipping order, he was not considered entitled to charge anything beyond the rate of freight specified in that order.

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The Committee during the year have, as usual, received a large number of references and enquiries as to trade usages and custom of the port, and the following are the heads of the more important decisions which they have given :—

Rate of Supply per diem of Ballast to sailing Ships.—On 12th January, in reply to a reference on this subject, the Committee stated that the quantity of stone ballast to be supplied to a sailing ship in one day as a fair day's work depended entirely upon the number of hatches at which she was receiving and the size of the vessel. If at two hatches, the Committee considered 50 to 60 tons a fair day's work.

Cummin Seed Tonnage Scale.—In response to an enquiry from Messrs. James Mackintosh and Co., dated 9th February, the Committee stated that "Cummin Seed," in cases, already appeared in the Chamber's tonnage scale book, but that no testing had yet been made for bags, and special arrangements would therefore have to be made for terms of shipment between the shippers and the agents of the ship.

Daily Rate of discharge for sailing ships.—On 29th February Messrs. Walsh, Lovett and Co. requested an opinion on this subject, and enquired what quantity of coal per day a sailing ship should put out under a charter-party, which stated—"To be discharged in Bombay according to the custom of the Port." The Committee replied that a fair rate of discharge for a sailing vessel was dependent on the number of hatches she could work, and the appliances she had for discharging.

Under ordinary circumstances the Committee would consider 75 to 100 tons per day a fair rate of discharge for a ship with a cargo of coals.

Groundnuts—question as to whether they can be classed as Seeds.—Replying to a reference from Mr. Oosman Ismail, the Committee, under date of 12th March, stated that in terms of previous decisions, groundnuts could not be classed as seeds, and that in the case of a shipping order, it would be at the option of the ship to take them under that head.

Cajoo Nuts Tonnage Scale.—Replying to an enquiry from Messrs. Lang, Moir and Co., of 13th March, the Committee intimated that the article was not in the tonnage scale book, and that a special agreement would have to be made for terms of shipment.

Daily Rate of discharge for Steel Rails.—On 15th March, a reference was received from the Agent, B. B. and C. I. Railway, as to the daily discharge of a cargo of steel rails arrived per s.s. "Maude," of 1,100 tons register,

	Tons.	cwts.	qs.	lb.	
bringing 1935	6	3	22		The Committee gave it

as their opinion that 200 tons per day would be a fair and reasonable rate of discharge for a steamer of the size and with the cargo mentioned.

S.S. Glenmavis—Messrs. W. and A. Graham and Co. and Messrs. Chugandas Dharsey and Co. having differed as to the computation of the lay-days of the s.s. "Glenmavis," chartered by the former to the latter firm, a statement of the case was submitted to the Committee on the 22nd March with a request for opinion. The steamer, it appears, arrived in Bombay on Sunday in water ballast, and on the following morning, Monday, at 10 a.m., Messrs. W. and A. Graham and Co. gave notice to the charterers that the steamer was ready to load. The charterers objected to receive this notice, alleging that as the holds were being white-washed and the steamer had a large quantity of scaffolding outside for purposes of scraping the ship's sides, she was not ready to load in terms of the charter-party. The Committee, however, held that as the vessel was perfectly free of cargo, and the work going on was

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only ordinary ship's work, which could be stopped at any time when cargo came alongside, that Messrs. W. and A. Graham and Co. were perfectly entitled to give notice on the morning of the 19th, and that the lay-days must, therefore, commence from twenty-four hours afterwards.

Computation of lay days under a Charter-Party.—On 24th March, Messrs. Killick, Nixon and Co. requested the opinion of the Committee as to the computation of the lay-days of a steamer chartered to a speculator for which notice of readiness was given on 27th February—a holiday under charter-parties. The charterers accepted the notice, but afterwards contended that the 27th being a holiday, notice of readiness must be counted as having been received on the 28th, and therefore lay-days did not commence before the 29th. The Committee were of opinion that under the circumstances, the lay days commenced on the 29th February, the reception of the notice by the charterers on the 27th in no way depriving them of their right to treat that day as a holiday.

Expenses incurred on Shut-out Cargo.—In reply to a reference on this subject from Mr. Cooverjee Cowasjee Jussawalla, dated 4th April, the Committee said that provided he had complied in all particulars with the conditions of the shipping order, he was, under the circumstances stated, entitled to recover any extra expenses which he had been subjected to owing to the cargo being shut out.

Similar references were made to the Committee by Messrs. Sanday and Co., on 28th July, from Messrs. E. D. Sassoon and Co., on 10th August, and from Messrs. Killick, Nixon and Co. on 25th September, to which the same answer was given.

Rate of Exchange to be computed on Freight for Pockets per s.s. "Waverley."—On 7th April, Messrs. Killick, Nixon and Co. submitted copy of a charter-party of the s.s. "Waverley," requesting the opinion of the Committee as to the rate of exchange at which the freight on 50 tons of pockets should be computed, the charterers

having the option, which they had acted upon, to ship 50 tons at 5 shillings per ton. The charterers contended that as they had the option of Trieste ^{and} or Venice at a freight of 28 shillings, payable at 2 shillings exchange, the freight for pockets must be computed at the same rate. On the terms and wording of the charter-party, however, the Committee decided that the steamer was entitled to have the 5 shillings per ton paid in sterling, *i.e.* at the current rate of exchange.

Rice Cargoes.—Daily rate of discharge.—In reply to a reference from Messrs. Visram, Ebrahim and Co. under date of 19th April, the Committee intimated that in discharging rice it was usual to call upon consignees to keep a sufficient supply of boats alongside from sunrise to sunset, to take as much cargo as the steamer discharges.

Loading.—A fair rate per diem for a Steamer in Dock.—Messrs. Killick, Nixon and Co., on 26th April, having requested the opinion of the Committee as to the number of tons that should constitute a fair working day for a steamer in Dock of 2,000 tons, loading a general cargo, consisting of wheat, linseed, gingelly and cotton, and having 14 days to load in, the Committee gave it as their opinion that a fair average day's work for such a vessel would be 150 tons per day for each cargo hatch available except on the last day of loading, when 100 tons for each hatch would be a fair allowance.

Daily Rate of discharge of Kerosine oil cargoes.—In reply to an enquiry from Messrs. James Mackintosh and Co., dated 3rd May, the Committee intimated that 4,000 cases per diem had been decided as a fair rate for a steamer.

Tonnage Scale of manure in bags.—Under a reference from Messrs. James Mackintosh and Co., dated 28th May, the Committee replied that the article was not in the tonnage scale book, and that special arrangements for freight must be made as between shipper and ship.

Cotton waste lawful Merchandise.—On 29th May, Messrs. Purshotum and Co. were informed, in reply to their

enquiry, that cotton waste, if clean and free from oil, was lawful merchandise, and had been so decided under previous references to the Chamber.

Authority for deciding Weather Working days.—On the 14th June Messrs. Killick, Nixon and Co. gave particulars of a case in which the Acting Port Officer—Captain Bean—had stated that on a certain day he considered the weather was such as to admit of a steamer discharging coal, and should, therefore, count as a weather working day. Messrs. Killick, Nixon and Co. disagreed with this decision, and desired to know whether the opinion of the Port Officer in such a case had to be accepted as final; or, if not, who would be the proper authority to decide.

The Committee replied that they did not consider the Port Officer's decision would count in law for more than simple evidence as to the state of the weather, although from his position his evidence would naturally carry great weight and be of considerable importance, but that it could not possibly be binding, nor could the Committee of the Chamber give any decision in the matter.

The same question was practically brought up for decision by Messrs. Killick, Nixon and Co. again on the 26th June, when they asked the Committee to say whether the 22nd of that month could be counted as a working day for steamers loading in the Dock. The Committee stated that, as previously explained in their former letter, they were not in a position to decide whether the weather was such on any particular day as would constitute it a working day in Dock or the reverse. At the same time several members of the Committee were aware of steamers in Dock having worked on the date in question, both receiving and discharging cargo.

A further dispute as to weather working days was referred to the decision of the Committee by Messrs. Killick, Nixon and Co. on 23rd July. The days in question were the 13th and 14th July, on which the steamer "Lycia" had taken in certain quantities of cargo which Messrs. Killick, Nixon and Co. claimed, as

agents of the steamer, were sufficient to render the days working days. The charterers, on the other hand, submitted that, although work was done at intervals, the weather was not such as to allow a fair day's loading, and should not, therefore, admit of the days being computed as working day under the charter-party.

On the evidence placed before them, the Committee came to the conclusion that these days ought not to be computed as working days, and gave their decision accordingly.

As to the right of Steamer Agents to substitute one steamer for another in which a shipping order had been previously given.—On the 6th August, the Bombay Company, Limited, addressed the Committee respecting a question which had arisen between themselves and Messrs. Edward Bates and Company, agents of the s.s. "Werneth Hall." The Bombay Company had taken a shipping order for a quantity of wheat by that steamer on the 13th July. The vessel arrived on 25th idem, and was ready to begin loading on 4th August. On this date, however, Messrs. Edward Bates and Company declared the s.s. "Iran," a steamer not then arrived, and which, probably, would not be ready to load till the 17th August, Messrs. Edward Bates and Co. basing their claim of right to substitute the "Iran" on a clause in the shipping order stipulating that the agents have a right to substitute any other first-class steamer. The Bombay Company admitted this right up to a certain point, but claimed that the steamer so substituted should be in the same position as that mentioned in the shipping order.

The Committee expressed the opinion that, in the case submitted, the Bombay Company were clearly entitled either to shipment by the s.s. "Werneth Hall," or in a steamer practically in the same position, that is to say, that the loading date of the substituted steamer should be within a day or two of the steamer originally named.

Notice of arrival of Steamers under Charter Parties.—In reply to an enquiry from Messrs. Killick, Nixon and Co., dated 12th September, as to whether notice of the

arrival of a steamer could be served on a Charter Party holiday, the Committee replied that such notice could not be served on a holiday or on Sunday.

Ship-freight inward to Bombay, payable in Bombay.—

In reply to a reference from Messrs. Killick, Nixon and Co., dated 14th September, as to the rate of exchange to be calculated in paying freight on a consignment of coal which arrived for the B. B. and C. I. Railway Co. and completed discharge on 3rd April, the Committee intimated that the freight in question should be adjusted on the basis of six months' credits, that being the description of bill understood by mercantile bills. Further, that the rate ruling on 29th March should be taken, the rule of the Chamber being that "the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

*Shipment of Cotton Fly and Droppings.—*The Committee of the Bombay Underwriters' Association referred to the Chamber certain papers relating to the present mode of shipping cotton fly and droppings under certificates of condition granted by Lloyd's Surveyor. The matter had its origin with a letter from Messrs. Killick, Nixon and Co., suggesting that as it was possible bales of cotton fly and droppings might be changed after Captain Macaulay's certificate of condition had been given, they thought it desirable that some other method of inspection should be adopted, so that steamer agents, captains or chief officers, should be able to satisfy themselves that the goods should be actually alongside the steamer before the inspection was held, and that the agents, captains or chief officers should be entitled to express their opinion as to whether the certificate represented the actual condition and justified shipment. After careful consideration of the subject, the Committee of the Chamber thought it would be unwise to cause extra inconvenience to the trade by inviting any further precautions being taken with reference to Surveyors' certificates on cotton fly and droppings. They pointed out that there was no case on record of spontaneous combustion having taken place in shipments of these articles from Bombay, although for the past fifteen years a large and steadily increasing trade had

been done in them, and they accordingly deprecated exceptional measures being adopted where they were apparently uncalled for.

Customary rate of discharge of Coal.—The Bengal Chamber of Commerce having enquired on 1st November as to the customary rate of discharge for vessels bringing coals and salt into Bombay, the Committee informed them, in reply, that the latter article was not imported into Bombay in large quantities; and that, as regards coal, the rate of discharge was almost invariably provided for in charter-parties, and was fixed in proportion to the size of the cargoes and the number of hatches and appliances which vessels had for discharging. For sailing ships the quantity fixed was generally about 75 to 100 tons per day. In the case of steamers, the Committee of the Chamber had decided in 1884 that 300 tons per day would be a fair rate of discharge for vessels carrying 2,500 tons and upwards, but since then the tendency had undoubtedly been to increase the rate of unloading specified in charter-parties.

A FAIR DAY'S DISCHARGE FOR VESSELS BRINGING KEROSENE OIL.

Representations having been made to the Committee that owners of steamers bringing Russian Kerosene oil from Batoum insisted upon a daily discharge of a much larger quantity than the 4,000 cases originally fixed by the Chamber as a fair day's work, on 1st April 1885, the Committee made enquiries amongst the leading importers of the article as to the rate which they considered might reasonably be fixed, and eventually decided that for steamers 6,000 cases would be a fair quantity, considering the improved appliances and powers of discharge which modern steamers are fitted up with. The members of the Chamber having been notified to this effect and no objection having been taken, 6,000 cases will be the limit fixed by the Committee for a day's discharge in all cases of

reference to the Chamber in future. The Committee saw no reason to alter the quantity for sailing vessels which remains as before at 2,500 cases per diem.

ARRANGEMENTS FOR DECIDING DISPUTES AS TO WEATHER WORKING DAYS.

Frequent references being made to the Chamber, every Monsoon as to whether certain days are or are not working days under charter parties, the Committee resolved to adopt a record of the weather during the monsoon months, which would enable them to speak authoritatively on the subject when referred to ; and they decided that, in all cases where both sides were agreed to accept the decision of the Committee of the Chamber as final, they would undertake the settlement of such disputes in future. A circular to this effect was accordingly issued to members, suggesting that if shippers and ship-agents agreed to accept this mode of settlement, they should insert a clause in charter parties and shipping orders, agreeing to refer such disputes when they arose to the decision of the Chamber.

The weather record was commenced at the beginning of August last and the Committee understand that several charterers have already adopted the clause in their charter parties. But up to the present time no disputes have come forward for settlement, although a number of cases occurred during the months of June and July.

ARBITRATIONS HELD BY THE CHAMBER ON PIECE-GOODS SOLD DIRECT TO UP-COUNTRY BUYERS.

Several cases having occurred in which disputes regarding piece-goods sold up-country had been referred to this Chamber for settlement, one of the importing firms in

Bombay addressed the Committee on the subject urging that in so doing the Committee were acting against the interests of the members of the Chamber, It was becoming a regular custom, it was stated, for travellers from England and the Continent to visit India for the purpose of obtaining orders which were worked direct through the medium of the Exchange Banks, and that if these individuals knew that in cases of dispute they could rely on the services of the Bombay Chamber, it would be a positive incentive to the business ; and they accordingly asked that such references should be discouraged in future.

Admitting that the subject was quite open to discussion, the Committee considered it very carefully in all its bearings, but they came to the conclusion that in extending the privilege of having disputes arbitrated upon to others than members of the Chamber they would, in no appreciable degree, affect the extent of direct business., On the contrary, the Committee inclined to the belief that anything they could do would not prevent the gradual extension of such business, and that if the Chamber declined to permit arbitration, other means of settling disputes would be organised, while by granting arbitrations, the Chamber would still, to a certain extent, keep in touch with, and retain some influence over, the trade.—(*Appendix Z.*)

WEIGHTS AND MEASURES IN THE BOMBAY PRESIDENCY.

In February last the Government of Bombay addressed the Chamber respecting the desirability of introducing a uniform standard of weight throughout this Presidency, and accompanied their letter by a number of papers on the subject, on which the opinion of the Chamber was solicited. Deeming the matter one of considerable importance to

merchants and others engaged in trade, the Committee considered it would be advisable, were any changes to be made in the measures of weight and capacity, that they should be of universal application throughout the country and not confined to Bombay alone. They accordingly replied to Government in this strain and, in the meantime, appointed a Special Committee to deliberate on the subject, consisting of the Chairman, the Hon. Mr. F. Forbes Adam, C.I.E., A. F. Beaufort, Esq., Major W. S. S. Bisset, R.E., C.I.E., George Cotton, Esq., A. Pallis, Esq., and W. Lang, Esq. Several members of the Committee were in favour of adopting a scale of weights used by the Railway Companies, namely—

180 grains	=	1 tola
80 tolas	=	1 seer
40 seers	=	1 maund
20 maunds	=	1 candy

but the majority were of opinion that it would be more convenient and advantageous to adopt the English system of cwts., qrs. and lbs.; and the Chambers of Commerce of Bengal, Madras and Karachi, having been consulted, inclined to the same view. It was decided to address the Government of India advocating the introduction of a Bill to give effect to this suggestion, but the Committee on a careful review of the question saw difficulties in the way which decided them on refraining from recommending legislation until a more complete enquiry could be instituted. With the English yard, foot and inch adopted as standards of length for India the consistency of establishing the English pound as a standard of weight was fully apparent, but it was manifest from previous experience of attempted legislation that any act to be effective would have to render the abolition of existing standards and the adoption of English weights compulsory, and this was a step beyond what the

Committee were prepared to go and moreover one which they thought could not be given practical effect to in this country. In the meantime information was received that the Government of India had appointed a Committee to enquire into the subject, and your Committee therefore considered it well to await the result of their enquiries and deliberations.—(*Appendix AA.*)

WEATHER AND CROP REPORTS.

The system of bi-weekly telegraphic weather and crop reports established by the Chamber three years ago, continues to be well maintained in efficiency, and has, in an uncertain season like the past, proved of great interest to members of the Chamber. A new feature which was introduced in these reports during the year was the incorporation of the figures of rainfall at the important stations on the G. I. P., B. B. and C. I., and Rajputana-Malwa Lines, which, by the courtesy of the Agents of the respective railways, the Committee were able to publish every Monday in time for the out-going mail, and the additional information thus afforded proved of great value. As mentioned under another head, Government have it in contemplation to establish a system under the Meteorological Reporter which would supersede and embody the crop and weather reports hitherto issued by the Chamber ; but the Committee will not abandon their own system until they perceive that the Government service fully meets all requirements.

With the view of rendering the Government reports and forecasts of more interest to the Chamber than they have hitherto been, the Committee resolved early last year to reprint those of leading importance for circulation to each member of the Chamber, and when doing so, decided to address the Secretary to the Government of India in the

Revenue and Agricultural Department, with the object of endeavouring to obtain the information somewhat earlier than has previously been furnished. Your Committee pointed out that the matter of first interest regarding each and every article of cultivation was the acreage planted or sown, and they asked that the figures in connection therewith should be made available at earlier dates by issuing them without waiting, as at present, for reports of condition. In the matter of the leading staple export on this side—cotton—the delay in obtaining, and the unreliable character of the returns from the Native States was also alluded to, and they desired that, in future, these points might receive special attention. The Government, in reply, stated that the question of improving the system of forecasts of crops was to be considered at a Conference of Officers of the Agricultural Departments which was to assemble at Delhi, and later on the results of this Conference were made known. Your Committee regret to say, however, that, so far as Bombay is concerned, their deliberations point to no improvement on the present system of issuing forecasts, nor does there seem any probability of these being available any earlier than previously. With regard to the returns from Native States, the Political officers in Rajputana and Central India have promised to arrange for the submission of rough forecasts, showing the cultivation of cotton in their respective charges, and similar arrangements, it is promised, will be carried out in respect of the Nizam's territories. It is to be feared, however, that little benefit will be derived in this way, as these forecasts, unless prepared with some degree of skill, are, generally speaking, very misleading.—(*Appendix BB.*)

FINANCES OF INDIA.

By the courtesy of the Madras Chamber of Commerce this Chamber was favoured with copy of a letter addressed by them

to the Government of India on the subject of the despatch of the Secretary of State, dated 12th April 1888, and letter from the Government of India to local Governments and administrations, dated 2nd October 1888, on the subject of the finances of India. Your Committee, while agreeing with much which the Madras Chamber advanced, did not consider it necessary for this Chamber to take up the subject ; but a copy of the Madras Chamber's letter will be found in *Appendix CC*.

COTTON PRESSES IN INDIA.

The Commissary General having solicited the assistance of the Chamber in obtaining particulars of the various Cotton and Jute presses throughout India, which would be available for compressing fodder in case of need, the Committee made enquiries through the Director of Land Records and Agriculture and various private press owners by which they were enabled to furnish a very complete list of all the presses throughout the country. For the information of members and convenience of record the list is given in *Appendix DD*.

PRICES OF FOOD GRAINS, &c., PUBLISHED IN THE BOMBAY GOVERNMENT GAZETTE.

In consequence of the representation which the Chamber made to Government regarding the unreliable character of the prices of food grains, &c., published monthly in the *Bombay Government Gazette*, Government asked the Committee, at the beginning of the year, to furnish the Municipal Commissioner, Bombay, with the necessary information regarding wholesale prices of important articles to enable him to include them in his returns for publication. After exchanging communications with the Municipal Commissioner on the subject, the Committee decided that it would

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be better if the Chamber's average monthly quotations were published separately as a supplement to the Municipal prices ; and commencing with February last this list has been regularly^c furnished every month, and will, no doubt, in time prove a valuable and reliable record of the rates ruling for the leading food grains.

QUARANTINE.

It is a matter of satisfaction to shipowners and others interested in trade with Europe that the year has passed without quarantine obstructions of any importance having been imposed against vessels from Bombay. On 24th September, Egypt notified quarantine on arrivals from this port, but the prohibition was removed again on the 30th, so that it was practically non-existent. Reglementary quarantine continues to be notified by the Turkish Authorities in the Red Sea and Persian Gulf ports from time to time, but the obstruction arising from this is comparatively insignificant and does not affect a large proportion of the Bombay trade.

PROPOSED UNIFORM BILL OF LADING HOMEWARDS FROM BOMBAY.

The attempt made by the Committee of the Chamber for 1887 to obtain the adoption of a standard form of Bill of lading homewards has, your Committee regret to say, not met with general support. The replies which your Committee have received from the owners of the leading lines of steam-ships trading with the port are decidedly adverse, and for the time being it is apparent that each line is determined to adhere to its own special form.—(*Appendix EE*.)

DEEPENING OF ADEN HARBOUR.

The Chamber of Commerce at Aden addressed your Committee in March last asking for the support of this Chamber in pressing the Government of India for a settlement of the question of dredging the bar and inner harbour of Aden. In reply, the Committee stated that they would be glad to support any representation which the Aden Chamber chose to make to Government on the subject, but no further action has apparently been taken. The delay in the first instance apparently originated in the long interval that elapsed between the passing of the Aden Port Trust Bill through the local Council and its final adoption by the Council of the Viceroy. It has, however, now been gazetted, and it is to be hoped the Trustees will be immediately appointed, so as to enable the Board to proceed at once with arrangements for dredging.—(*Appendix FF.*)

NECESSITY OF CARE IN PREPARATION OF THE
EXPORT MANIFESTS OF VESSELS PROCEEDING
TO JEDDAH.

Through the Government of Bombay, the Chamber was favoured in April last with a copy of a letter from Her Britannic Majesty's Consul at Jeddah to the Secretary to the Government of India, Foreign Department, setting forth the necessity of extreme care being exercised in the preparation of export manifests of the cargoes of British steamers bound to Jeddah. It appears that by the Turkish Custom House regulations in force, duty is claimed from the ship or agent on all goods found deficient according to manifest, although short-shipped at the port of loading, while double duty is executed on all goods not included in the manifest although duly covered by bill of lading. Your Committee circulated copies of this letter to the various firms connected with steamers trading to this port and drew special attention to the points mentioned.—(*Appendix GG.*)

CONSULAR NOTIFICATIONS.

The following Consular notifications have been circulated for the information of members of the Chamber :—

From the Italian Consul, copy of a circular issued by the Genoa Chamber of Commerce to the effect that a syndicate of brokers has been officially acknowledged in Genoa.

From the Consul for Belgium intimating that the importation from India into Belgium of rags, cotton droppings and cotton fly is subject to cholera quarantine regulations, namely :—

(1) That each shipment of rags must be accompanied by a certificate from the local authorities proving that the goods are not derived from infected localities.

(2) That droppings and fly derived from mills shall be admitted provided that such origin be proved by a written declaration from the owner or agent of the respective mills, such declaration to be duly certified to as exact and be legalised by the Belgium Consul. Shipments not accompanied by these documents are subject to rules which may cause serious obstruction and expense to consignees.

OPENING OF THE VICTORIA DOCK.

The Victoria Dock had water admitted on the 21st February 1888, and on the 12th March the dock was partially opened for traffic, the steamer "Saint Regulus" being the first to enter. Since then a fair number of vessels have made use of the extended accommodation afforded, and your Committee anticipate that it will prove an enormous facility to trade especially during the times of greatest pressure in the export season of the year. The construction of a public Graving Dock has been decided upon by the Port Trustees, and will be proceeded with as soon as the plans have received the sanction of Government which is daily expected.

The construction of this Dock will render the conveniences offered by the port more full and complete.

PORT TRUST BUDGET ESTIMATES.

It is a matter for considerable satisfaction that the large reductions in rates advocated by the Chamber in previous years, amounting to four-and-a-half lakhs in 1886 and upwards of two-and-a-quarter lakhs in April 1887 have fully justified the calculations of your Committee, as the returns for this financial year are expected to show almost an exact balance of income and expenditure. Under the circumstances, no further reductions can be suggested at present, but if trade continues to expand at the same pace as it has done for some years past, there can be no doubt that further concessions will be practicable before long, and the possibility of Bombay becoming practically a free port is not altogether remote.—(*Appendix H.H.*)

ELECTION OF PORT TRUSTEES.

The term of office as Trustees of Mr. James G. Smith, Mr. J. L. Symons, and Mr. S. D. Sassoon having terminated on 31st March last, a fresh election was held, in terms of the rules prescribed by the Port Trust Act, on 13th March, when Mr. S. D. Sassoon and Mr. James G. Smith were re-elected. Mr. J. L. Symons and Mr. H. W. Uloth tied with an equal number of votes. On the fresh voting for these two gentlemen, Mr. H. W. Uloth was elected. Owing to the departure of Mr. James G. Smith from Bombay, a Trustee had to be nominated in his place and Mr. M. C. Turner was elected.

THE TONNAGE SCALE.

The only articles which have been tested during the year have been “coffee,” in bags and “copra,” in robins. The result of the testings, which were carried out in the usual

manner at the godowns of Messrs. Ralli Brothers, Carnac Bunder, and in the presence of various members of the Chamber, was that "coffee" measured 14 cwts. to the ton and "copra" 8 cwts. to the ton. These results will require to be confirmed at the annual general meeting of the Chamber.

THE IMPERIAL INSTITUTE.

In accordance with a request from the Government of India, Revenue and Agricultural Department, the Committee forwarded to the Imperial Institute, London, through the Government of Bombay, copies of the Chamber's reports from 1839 to 1887.—(*Appendix II.*)

EXHIBITIONS.

The Chamber received applications from the following exhibitions for exhibits of such articles as the members of the Chamber might care to forward, but the Committee did not deem it necessary to make special arrangements in connection with any of these projects :—

Melbourne Centennial Exhibition, 1888

International Horticultural Exhibition, Cologne, 1888

Exhibition of Native Arts and Manufactures, Poona, 1888

Agricultural and Industrial Exhibition, Mysore, 1888.

In December last, the Committee received from the India Office, London, through the Government of India, Revenue and Agricultural Department, a bronze medal presented to the Chamber by the Corporation of the City of London in commemoration of the Colonial and Indian Exhibition of 1886.

HOLIDAYS FOR 1889.

Following the usual custom, the Committee deputed the Chairman to represent the Chamber on the Committee appointed by Government to fix the holidays under the negotiable Instruments Act, and the list prepared by the Committee having been submitted to, and approved by, Govern-

ment, has been published, in conjunction with the list of holidays under Charter parties, and circulated to members.

ESTABLISHMENT OF A CHAMBER OF COMMERCE AT CAWNPORE.

At a general meeting of merchants in Cawnpore, held on the 17th January 1889, it was unanimously decided to establish a Chamber of Commerce at that place, to be called the "Upper India Chamber of Commerce," rules and regulations having been drawn up on the lines of those in force in the Bombay Chamber.

ADDRESS OF WELCOME TO LORD LANSDOWNE.

On the arrival of the Marquis of Lansdowne to assume the Viceroyalty of India, your Committee prepared an address of welcome which, with the approval of the members of the Chamber, was presented to his Lordship at the Secretariat on 4th December 1888. Expressing the approval of the Mercantile Community of his Lordship's appointment as Viceroy and Governor-General of India, the address solicited his support to the subject of railway extension and mentioned more particularly the Godra-Rutlam line as being an undertaking which the Chamber would be glad to see prosecuted whenever the finances of the country admitted of Government taking it in hand. The desirability of feeder lines of railway was also prominently pointed out, and the address dwelt upon the necessity of the utmost economy being exercised under the leading heads of expenditure, but notably in the Home Charges into which a commission of enquiry was solicited. The Chamber further advocated, as a measure of economy, the unification of the Public Works, Military and Civil accounts, the amalgamation of the Postal and Telegraphic Departments, and suggested that the service rendered to India by the Royal Navy might be as efficiently and much more economically performed than at present by vessels manned by native crews under the officers of the Indian Marine. The address further stated that no scheme of financial reform would appear complete to the

Chamber until the Indian Councils Act of 1861 had been so remodelled as to admit of the annual budget being submitted to and discussed by the Legislative Council of the Viceroy before it was passed, and further that the appointments to the Indian Council in London should be guarded by a careful scrutiny of the qualifications of the candidates, and should not be made for a longer term than five consecutive years.

The Viceroy-Elect, in reply, courteously thanked the members of the Chamber for their address and promised to give the various points brought forward his most careful consideration.—(*Appendix JJ.*)

FAREWELL ADDRESS TO LORD DUFFERIN.

On the departure of Earl Dufferin and Ava for Europe, your Committee prepared an address which was handed to his Lordship by a deputation of members of the Chamber, on 13th Dec. 1888, consisting of:—Messrs. J. M. Sleater, J. G. Russell, J. M. Ryrie, J. L. Symons, C. H. B. Forbes, A. Leslie, Sorabjee Framjee Patel, D. H. Glade, L. R. W. Forrest, H. R. King, W. Lang, A. Abercrombie, M. C. Turner, C. Douglas, S. D. Sassoon, A. M. Gubbay, M. R. Wyer, Hon'ble Sir Dinshaw M. Petit, Messrs. Ahmedbhoy Habibbhoy, J. Greenwood, J. H. Slight, J. Stiven, J. Fachiri, O. Von Hoffer, D. Jackson, E. F. Allum, J. Tintner, A. Durst, E. Schoen, J. Ellinger, A. Prier-de-Saone, J. W. Brown, Vizbucandas Atmaram, G. McLaren, E. H. Elsworthy, H. W. Patrick, W. Thacker, E. Spinner, G. W. Roughton, H. C. Burder, W. R. Macdonell, Victor Murray, J. M. Skinner, H. Chalmers, P. Leuthardt, A. F. Beaufort, Major W. S. S. Bisset, R.E., C.I.E., H. W. Uloth, George Cotton, L. Aeppli, and John Marshall, Secretary.

The Chairman of the Chamber (the Honourable F. Forbes Adam, C.I.E.) read the address which was received by Lord Dufferin with marked appreciation. At the conclusion of the proceedings Lord Dufferin asked the acceptance by the Chamber of a portrait of himself.—(*Appendix KK.*)

CHAMBER'S LIBRARY.

In the appendix will be found, in catalogue form, a list of the numerous circulars, newspapers, reports and works of reference (compiled up to the time of publication of this report), which are always available to members of the Chamber on application to the Secretary.—(*Appendix LL.*)

NEW COMPANIES REGISTERED DURING
THE YEAR.

In accordance with previous custom the Committee have prepared a list of the new Companies which have been registered during the year, which is appended for general information:—

NAMES.	Nominal Amount of Capital.
	Rs.
Jadowjee Raghawjee Manufacturing Co., Limited ...	10,00,000
Ishwar Co., Limited	20,000
Western India Land Building and Mortgage Co., Limited.	5,00,000
Britannia Mills, Limited	10,00,000
Southwell and Austin, Limited	1,00,000
Union Spinning and Manufacturing Co., Limited...	9,00,000
Union Mills, Limited	10,00,000
John Roberts and Co., Limited	2,00,000
Sind Gazette and the Commercial Press Co., Limited ...	85,000
Bombay Woollen Manufacturing Co., Limited ...	5,00,000
Anglo-Indian Farming and Building Co., Limited ...	25 000
Bombay East Indian Printing Press Co., Limited ...	25,000
Bhasia Spinning and Manufacturing Co., Limited...	6,00,000
Currimbhoy Mills Co., Limited	8,00,000
Sun Mills, Limited	8,00,000
Kunkeshwer Spinning Co., Limited... ..	1,00,000
Jadowjee Raghawjee Press Co., Limited	72,000
Wadia Mills, Limited... ..	10,00,000
Akola Manufacturing Co., Limited	1,25,000
Indo-China Manufacturing Co., Limited	7,00,000
Mahabub-Shahi-Kulburga Mills Co., Limited	12,00,000
Sorab Woollen and Cotton Mills Co., Limited ...	7,50 000
Tricumal Harilal Spinning and Manufacturing Co., Limited	6,00,000
Baladina Spinning and Manufacturing Co., Limited ...	7,00,000
Hindoo Book Depot Union, Limited	20,000
Indo-American Dye House Co., Limited	20,000
Fancy Goods Trading Co., Limited	50,000
China Mills, Limited	9,00,000
Belguam Manufacturing Co., Limited	75,000

STATISTICAL STATEMENTS.

A list of the quotations of exchange, freight, prices of principal articles of import and export compiled from the quotations issued weekly by the Committee during the year 1888, and also statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the same period, will be found in *Appendix MM.*

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and packages Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872.....	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873...	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last eleven years.

Period.	Number of Packages.	Receipts.		
		Rs.	a.	p.
1st Dec. 1877 to 30th Nov. 1878.....	89,327	2,791	7	6
1st „ 1878 to „ 1879.....	155,886	7,980	2	0
1st „ 1879 to „ 1880.....	165,182	10,317	10	0
1st „ 1880 to „ 1881.....	108,271	6,766	15	0
1st „ 1881 to „ 1882.....	100,106	6,256	10	0
1st „ 1882 to „ 1883.....	115,909	7,244	5	0
1st „ 1883 to „ 1884.....	117,665	7,354	1	0
1st „ 1884 to 31st Dec. 1885.....	169,320	11,207	8	0
1st Jan. to „ 1886.....	159,697	9,981	1	0
1st „ to „ 1887.....	189,273	11,829	9	0
1st „ to „ 1888.....	253,918	15,869	14	0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

Dr. *to 31st December 1888.* Cr. *From 1st January*

	Rs.	A.	P.	Rs.	A.	P.	Amount.
To Rent	Rs.	3,120	0	0			
Less amount charged to Milowners' Association "		720	0	0			
Printing--							
Miscellaneous Papers	Rs.	514	0	0			
Annual Report for 1887..... "		1,115	0	0			
Advertisements.....							
Law Charges							
Newspapers and Books							
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.							
Telegrams							
Stationery							
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, & other Statistics & Stationery..	Rs.	6,487	8	3			
Printing do.	"	11,671	0	0			
Milowners' Association, Establishment, Wages for Clerks and Sepoy							
Auditor's Fee for the year ending 31st December 1888		100	0	0			
Telephone Company from 1st March 1888 to 28th February 1889		200	0	0			
							RS. A. P. 38,908 5 3

Funds of the Chamber as under:—					
Fixed Deposit Receipts of the Chartered Bank of India, Australia and China, bearing interest at 5 per cent. per annum.....	25,000	0	0		
Do. of the New Oriental Bank Corporation Ltd. at 5 per cent. per annum.....	26,000	0	0		
Balance of a fixed deposit receipt in the Oriental Bank (in liquidation) for Rs. 13,000	1,625	0	0		
Cost of 4 per cent. Government paper for Rs. 6,000	4,692	13	0		
Bank of Bombay Current Deposit account Cash in hand	7,490	0	9		
Bills for subscriptions and publications for December 1888 not recovered.....	2,000	7	6		
Milowners' Association.....	100	0	0		
Less amount of paysheets for Dec. 1888.....	67,993	4	8		
Total Rs.....	6,364	10	3	61,788	10 0
				1,00,696	15 3
				Total Rupees....	.....
					1,00,696 15 3

Examined and found correct.

N. S. SYMONS,

Auditor.

Bombay 15th January 1889.

APPENDIX B.

NEW RAILWAY BILL FOR INDIA.

BOMBAY CHAMBER OF COMMERCE, *20th June 1888.*

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—From statements published in the newspapers, it appears that a copy of the New Railway Bill for India has been forwarded to the Secretary of State for India. If this is correct, and the Bill has now been completed, the Committee of this Chamber would be greatly obliged if Government would favour them with a copy, as the measure is one in which the Chamber takes deep interest, and commercial interests are widely involved.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 725 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT, RAILWAY TRAFFIC.

SIMLA, *14th July 1888.*

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 20th June 1888, addressed to the Secretary to the Government of India, Legislative Department, I am directed to forward a copy of a Draft Bill to consolidate, amend and add to the law relating to Railways in India, which has been forwarded for consideration to the Secretary of State for India; and to request that the Government of India may be favoured with the opinion of the Chamber of Commerce, Bombay, thereon.—I have, &c.,

M. C. BRACKENBURY, Major, R.E.,
Under-Secretary.

STATEMENT OF OBJECTS AND REASONS.

The preparation of an Indian Railway Code consistent, so far as the public safety and convenience permit, with the letter of the contracts subsisting between the Government and railway companies has been under consideration for many years, and the accompanying Indian Railways Bill has been drawn with special reference to the objections to which the drafts prepared in 1866 and in 1884 were considered both in India and in England to be open.

2. The references in the margin indicate generally the documents which have been considered in the preparation of the Bill. But some of those documents are not accessible to the public, and partly for this reason, and partly for the purpose of explaining the changes which it is proposed to introduce into the law relating to railways in India, the following portions of the Bill appear to call for special remark :—

- (1) *Section 2, sub-section (1).*—Among the enactments to be repealed are section 10 of the Carriers Act, 1865, which was superseded by the last paragraph of section 2 of the Indian Railway Act, 1879, and will be rendered unnecessary by section 72, sub-section (3), of the Bill. As regards section 16 of the Bengal Embankment Act, 1882, it is considered that the retention by the Collector of the power conferred upon him by that section will be undesirable if sections 11 and 12 of the Bill become law. Section 3, sub-section (1), and section 142 of the Bill take the place of section 54, Act IV. of 1879, and section 49, Act XI. of 1886.
- (2) *Section 3, clause (2), sub-clause (d).*—Sub-clause (d) of the definition of “railway” has been restricted to such vessels as are used on rivers and other inland waters within the local extent of the Act. It has been held that the corresponding clause in Act IV. of 1879 must be read in this restricted sense, as, apart from the local extent of that Act, a wider construction of the clause might bring the Railway Act into collision with the Merchant Shipping Acts and the provisions of the general law relating to the carriage of passengers and goods by sea.
- (3) *Section 3, clause (2) and (5).*—These clauses are supplemented by sub-section (1) of section 144, which applies certain portions of the proposed Act to railways under construction and to railways not used for the public carriage of passengers, animals or goods, and by sub-section (2) of the same section, which declares the expression “railway servant” in certain sections of the Act to include the servants of railway contractors.
- (4) *Section 3, clause (4).*—For the purposes of Chapter VII. of the Bill, relating to the responsibility of railway administrations as carriers, it is proper to define the expression “railway administration,” in the case of a railway administered by the Government or a Native State, to include the Government or State, as the case may be.
- (5) *Section 3, clause (12) and (13), and section 44 et seqq.*—It is proposed to expressly recognise terminals, because in some parts of India they are levied, and in certain circumstances

- must, it is considered, be charged. But the Bill strictly limits the services for which terminal charges may be made and provides for their being regulated by an independent authority.
- (6) *Section 5, clause (c).*—In accordance with a suggestion made by one of the railway companies with reference to the draft Bill of 1884, communications between railway companies and their legal advisers have been expressly excepted from the documents of which an Inspector of Railways may require the production.
- (7) *Section 7.*—This section at present follows the terms of an English enactment, but it will be for consideration whether the section should not be so expressed as to supersede any local enactments which prohibit the construction of railways over gas-pipes and the like without the previous permission of municipal commissioners. The expense of diverting the course of a railway for the purpose of avoiding a gas-pipe would usually be out of all proportion to any damage which might possibly be caused by the railway passing over the pipe.
- (8) *Section 8.*—This section confers on railway administrations a power which the telegraph authority has under the Indian Telegraph Act, 1885.
- (9) *Section 11 and 12.*—The former of these sections imposes on the railway administration the duty, subject to certain exceptions, of constructing such accommodation-works for the use of owners and occupiers of lands as are proved to be necessary within ten years from the date on which the railway passing through the lands was first opened for public traffic. Under the latter section an owner or occupier may require any reasonable accommodation-work to be constructed by a railway administration at his expense after the expiration of the ten years.
- (10) *Section 13.*—This section provides for the erection of fences in pursuance of express requisitions by the Governor General in Council, instead of under rules which can hardly be so drawn as to be applicable to all cases. The section also empowers the Governor General in Council to require the construction of screens in places where there is danger of horses being frightened by the sight or noise of rolling-stock moving on a railway.
- (11) *Section 14.*—This section reproduces the substance of section 7 of the Railways Clauses Act, 1863, but reserves to the Governor General in Council power to require as a condition of an order being made on a railway administration for the construction of works at a level-crossing that the local authority, if any, which maintains the road crossed on the level shall undertake to pay a proper share of the cost of the works.
- (12) *Section 15.*—In permitting a railway administration to act in a case of emergency without the permission of a Magistrate, and so going beyond the provisions of the corresponding

section of the Indian Telegraph Act, 1885, this section confers a power which it is deemed essential that railway authorities should possess.

- (13) *Chapter IV.*—Section 16, sub-section (2), is designed to prevent the recurrence of the very serious accidents which have from time to time occurred from the unregulated use of motive power on railways under construction.

Provision has been made in sections 21 and 22 for the opening of a railway, without the sanction of the Governor General in Council or an Inspector, where there has been an accident resulting in a temporary suspension of traffic or where works are of so unimportant a character that the application to them of the general law relating to the opening of railways is unnecessary.

- (14) *Chapter V.*—This Chapter is the most important part of the Bill and its ultimate form must to some extent depend on the progress made with the Railway and Canal Traffic Bill which is now engaging the attention of Parliament. In the preparation of the Chapter careful regard has been had to the Annual Reports of the Railway Commissioners, and where the Government of India has refrained from adopting the suggestions from time to time made in those reports it has done so because, whatever its own opinion may be, it has considered it to be desirable to avoid, as far as possible, proposing legislation in advance of that which has already received the sanction of Parliament.

Closely following the law in England, the Chapter imposes on railway administrations the general duty of arranging to receive, forward and deliver traffic without unreasonable delay and without partiality or undue preference, and the special duty of so treating through traffic at through rates. If the Governor General in Council is satisfied that any person has just ground of complaint against a railway administration for breach of either duty, he may refer the case to a Railway Commission for decision. Such a Commission is to be appointed only when there are cases to be referred to it, and it will be deemed to be dissolved as soon as it has decided those cases. It is to consist of a Law Commissioner who is to be a Judge of the High Court having jurisdiction in reference to European British subjects under the Code of Criminal Procedure, 1882, in the place where the Governor General in Council has ordered the Commission to sit, and of two Lay Commissioners, of whom one must be an expert in railway business and one may be a representative of the mercantile community or any other person whom the Governor General in Council sees fit to appoint. The Commission so constituted may in any case referred to it make any order, by way of injunction, which may in the circumstances appear to the Commissioners to be suitable. If two of the Commissioners concur upon a question of fact, their decision on that question is to be conclusive. From other decisions of the Commissioners an appeal will lie to a bench of not less than three Judges of the High Court of which

the Law Commissioner was a member or, from a decision of a Railway Commission in Burma, to such a bench of the High Court of Judicature at Fort William in Bengal. Orders made by a Railway Commission are to be enforced by the High Court of which the Law Commissioner was a member as if they were orders made by the High Court in the exercise of its original civil jurisdiction.

Sections 46 and 47, following English law, require railway administrations to keep open to the inspection of the public a book showing the rates for the time being charged for the carriage of animals and goods, and to comply with requisitions for details of gross charges made by and paid to them for the carriage of goods.

Clauses (b) and (c) of section 28 provide for the reference to Railway Commissions of other differences than such as relate to traffic facilities.

- (15) *Section 48.*—This section will remove any doubt as to the validity of any existing rules, and provides that, when rules have once been published in the Gazette of India, they may be extended to a railway by a reference to that Gazette and an announcement of their adoption for the railway, without being again published at length in the Gazette.
- (16) *Section 49.*—This section provides for the settlement by the Governor General in Council of differences between railway administrations respecting the use of any common terminus or line of rails where the differences are such as to be likely to affect the safety of the public.
- (17) *Sections 50, 51 and 52.*—The effect of these sections will be to confer on railway companies domiciled in India the same privileges as are enjoyed by Indian railway companies domiciled in the United Kingdom.
- (18) *Section 55.*—Some such clause is considered necessary for the purpose of covering the conditions which all railway administrations in India do in fact impose and in their quarterly hand books of fares and rates publish for the information of the public.
- (19) *Sections 57, 58 and 59.*—The first of these sections legalizes the existing practice with respect to the disposal of unclaimed property. The second and third of them have been suggested partly by existing practice, partly by the case of *Eagleton v. The East Indian Railway Company* (8 B. L. R. 581), and partly by the proposal to give railway receipts the same effect as bills of lading.

The proposal to give such an effect to railway receipts has not been adopted in the Bill because railway administrations are understood to be averse to it, and it is not justified by existing legislation elsewhere.

- (20) *Sections 60, 78 and 102.*—The very common practice of falsely and fraudulently classifying goods is held to justify these clauses or clauses still more stringent.

- (21) *Section 64.*—This section requires every railway administration to reserve in every passenger-train at least one compartment of the lowest class for the exclusive use of females.
- (22) *Section 67.*—The provisions of section 18 of the Indian Railway Act, 1879, respecting the preferential rights of ticket-holders have been omitted as being unnecessary and in practice unworkable. The carriage of troops on railways administered by companies is regulated by the contracts between the Government and the companies.
- (23) *Sections 70 and 110.*—These sections prohibit the transfer of return tickets.
- (24) *Chapter VII.*—This Chapter follows the rule embodied in section 10 of the Indian Railway Act, 1879. There have been very few complaints against the practical operation of this rule, which is based upon a judgment of the Bombay High Court reported at I. L. R. 3 Bom. 109; and, though the soundness of that judgment has been questioned, the Government of India, as at present advised, is of opinion that experience does not justify any material modification of existing legislation.

Section 73, respecting the carriage of animals, reproduces the substance of section 7 of the Railway and Canal Traffic Act of 1854; and section 75, following section 1 of the Carriers Act (1 Will. IV., c. 68), restricts the obligation of declaring the contents of parcels containing gold, silver and other precious articles to cases in which the value of the articles exceeds one hundred rupees.

Section 77 is designed to prevent the preferring of stale claims against railway administrations; section 79 saves certain military regulations; section 80 provides for suits for compensation for injury to through-booked traffic; and section 81 limits substantially in accordance with the law of England, the liability of a railway administration in respect of accidents happening at sea to passengers, animals or goods which the administration has contracted to carry partly by railway and partly by sea.

- (15) *Section 94.*—This section provides that penalties incurred by railway administrations must be recovered in a District Court at the suit of the Secretary of State for India in Council, and authorises the Governor General in Council to remit such penalties.
- (26) *Section 100.*—The object of this section is to abate the nuisance caused by rolling-stock being kept standing on level-crossings.
- (27) *Sections 108 and 128.*—In the framing of these sections regard has been had to both French and German law. The provisions of section 31 and 32 of the Indian Railway Act, 1879, are, like the English bye-laws on which they were based (36 W. R. 726), ineffective for their purpose, the difficulty of proving fraud under the latter section, even when it clearly exists, being often found in practice to be insuperable.
- (28) *Section 131.*—In this section it is proposed to deal with the question of the taxation of railways by municipal committees, cantonment committees, district boards and other like authorities. It

the opinion of the Government of India the exemption which Guaranteed and State railways enjoy in some provinces from assessment to local rates on land should be extended to all railways throughout India. As regards municipal taxes, it is considered that such as have been levied hitherto in any municipality or cantonment may generally continue to be levied there, though possibly in a commuted form.

- (29) *Section 132.*—The necessity of such a section was illustrated recently by the attachment, in the North-Western Provinces, at the instance of a private decree-holder, of the engine attached to a mail train.
- (30) *Section 133.*—The expansion of section 27 of the Indian Railway Act, 1879, has been suggested by a case in which a railway servant engaged in trade in contravention of rules which were binding on him and to the prejudice of the railway administration which he was serving.
- (31) *Section 134.*—Much inconvenience to railway administrations in India is said to result from there being no means of summarily ejecting from railway buildings persons who have ceased to be entitled to occupy them.
- (32) *Section 141.*—There have been instances of subordinate Courts objecting to the manager of a State railway appearing before them by deputy even where attendance of the representative of the railway is required for purely formal purposes. There have also been many instances of great and unnecessary expense being imposed on railway administrations by reason of subordinate Courts refusing to allow petty prosecutions to be conducted by railway servants.

A BILL TO CONSOLIDATE, AMEND AND ADD TO THE LAW RELATING TO RAILWAYS IN INDIA.

Whereas it is expedient to consolidate, amend and add to the law relating to Railways in India; It is hereby enacted as follows:—

CHAPTER I.

PRELIMINARY.

Title, extent and commencement. 1. (1) This Act may be called the Indian Railways Act, 1889.

(2) It extends to the whole of British India and applies to all subjects of Her Majesty within the dominions of Princes and States in India in alliance with Her Majesty, and to all Native subjects of Her Majesty without and beyond British India and those dominions; and

(3) It shall come into force on the first day of April, 1889.

2. (1) On and from that day the enactments specified in the first schedule are repealed to the extent mentioned in the third column thereof.

Repeal.

(2) But all rules, declarations and appointments made, forms approved, powers conferred, directions given and notifications published under any of those enactments, or under any enactment repealed by any of them, shall, so far as they are consistent with this Act, be deemed to have been respectively made, approved, conferred, given and published under this Act.

(3) Any enactment or document referring to any of those enactments or to any enactment repealed by any of them shall, so far as may be, be construed to refer to this Act or to the corresponding portion thereof.

3. In this Act, unless there is something repugnant in the subject or context,—

Definitions.

(1) "tramway" means a tramway constructed under the Indian Tramways Act, 1886, or any special Act relating to tramways :

(2) "railway" means a railway, or any portion of a railway, for the public carriage of passengers, animals or goods, and includes—

- (a) all land within the fences or other boundary-marks indicating the limits of the land appurtenant to a railway ;
- (b) all lines of rails, sidings or branches worked over for the purposes of, or in connection with, a railway ;
- (c) all stations, offices, warehouses, wharves, workshops, manufactories, fixed plant and machinery and other works constructed for the purposes of, or in connection with, a railway ; and
- (d) all ferries, ships, boats and rafts which are used on rivers or other inland waters for the purposes of the traffic of a railway and are under the direct control of the authority administering the railway :

(3) "railway company" includes any persons, whether incorporated or not, who are owners or lessees of a railway or parties to an agreement for working a railway :

(4) "railway administration" or "administration", in the case of a railway administered by the Government or a Native State, means the Manager of the railway and includes the Government or the Native State, and, in the case of a railway administered by a railway company, means the railway company :

(5) "railway servant" means any person employed by a railway administration in connection with the service of a railway :

(6) "Inspector" means an Inspector of Railways appointed under this Act :

(7) "goods" includes inanimate things of every kind :

(8) "rolling-stock" includes locomotive engines, tenders, carriages, wagons, trucks and trolleys of all kinds :

(9) "traffic" includes rolling-stock of every description as well as passengers, animals and goods :

(10) "through traffic" means traffic which is carried over the railways of two or more railway administrations :

(11) "rate" includes any fare, charge or other payment for the carriage of any passenger, animal or goods :

(12) "terminal station" means a station at which goods have been received for carriage, or at which they have been directed to be delivered to the consignee, or at which a break of bulk is rendered necessary by reason of a difference of gauge, crossing at a ferry or other cause :

(13) "terminals" means charges for loading, unloading, carrying, weighing and covering goods at a terminal station :

(14) "pass" means an authority in writing given by a railway administration, or by an officer appointed by a railway administration in this behalf, and authorising the person to whom it is given to travel as a passenger on a railway gratuitously :

(15) "ticket" includes a single ticket, a return ticket and a season ticket : and

(16) "cattle" includes elephants, camels, buffaloes, horses, mares, geldings, ponies, colts, fillies, mules, asses, pigs, rams, ewes, sheep, lambs, goats and kids.

CHAPTER II.

INSPECTION OF RAILWAYS.

4. (1) The Governor General in Council may appoint persons, Appointment and duties by name or by virtue of their office, to be Inspectors of Railways.

(2) The duties of an Inspector of Railways shall be—

(a) to inspect railways with a view to determine whether they are fit to be opened for the public carriage of passengers, and to report thereon to the Governor General in Council as required by this Act ;

(b) to make such periodical or other inspections of any railway or of any rolling-stock used thereon as the Governor General in Council may direct ;

(c) to make inquiry under this Act into the cause of any accident on a railway ;

(d) to perform such other duties as are imposed on him by this Act or any other enactment for the time being in force relating to railways.

5. An Inspector shall, for the purpose of any of the duties which he is required or authorised to perform under this Act, be deemed to be a public servant within the meaning of the Indian Penal Code, and, subject to the control of the Governor General in Council, shall for that purpose have the following powers, namely :—

(a) to enter upon and inspect any railway or any rolling-stock used thereon ;

(b) by an order in writing under his hand addressed to the railway administration, to require the attendance before

him of any railway servant, and to require answers or returns to such inquiries as he thinks fit to make from such railway servant or from the railway administration ;

- (c) to require the production of any book or document belonging to or in the possession or control of any railway administration (except a communication between a railway company and its legal advisers) which it appears to him to be necessary to inspect.

6. A railway administration shall afford to the Inspector all reasonable facilities for performing the duties and exercising the powers imposed and conferred upon him by this Act.

Facilities to be afforded to Inspectors, ,

CHAPTER III.

CONSTRUCTION AND MAINTENANCE OF WORKS.

7. Subject to the provisions of this Act and of any enactment for the time being in force for the acquisition of land for public purposes and for companies, and, subject also, in the case of a railway company, to the provisions of any contract between the company and the Government, a railway administration may, for the purpose of constructing a railway or the accommodation or other works connected therewith, and notwithstanding anything in any other enactment for the time being in force,—

- (a) make or construct in, upon, across, under or over any lands, or any streets, hills, valleys, roads, railways or tramways, or any rivers, canals, brooks, streams or other waters, such temporary or permanent inclined planes, tunnels, embankments, aqueducts, bridges, roads, ways, passages, conduits, drains, piers, arches, cuttings and fences as the railway administration thinks proper ;

- (b) alter the course of any rivers, brooks, streams or watercourses, for the purpose of constructing and maintaining tunnels, bridges, passages or other works over or under them, and divert or alter, as well temporarily as permanently, the course of any rivers, brooks, streams or watercourses or any roads, streets or ways, or raise or sink the level thereof, in order the more conveniently to carry them over or under or by the side of the railway, as the railway administration thinks proper ;

- (c) make drains or conduits into, through or under any lands adjoining the railway for the purpose of conveying water from or to the railway ;

- (d) erect and construct such houses, warehouses, offices and other buildings, yards, stations, wharves, engines, machinery, apparatus and other works and conveniences as the railway administration thinks proper ;

(e) alter, repair or discontinue such works as aforesaid or any of them, and substitute others in their stead ; and

(f) do all other acts necessary for making, maintaining, altering or repairing and using the railway.

8. A railway administration may, for the purpose of exercising the powers conferred upon it by this Act, alter the position of any pipe for the supply of gas or water or the position of any drain not being a main drain :

Provided that—

(a) When the railway administration desires to alter the position of any such pipe or drain it shall give reasonable notice of its intention to do so, and of the time at which it will begin to do so, to the local authority or company having control over the pipe or drain, or, when the pipe or drain is not under the control of a local authority or company, to the person under whose control the pipe or drain is ;

(b) a local authority, company or person receiving notice under proviso (a) may send a person to superintend the work, and the railway administration shall execute the work to the reasonable satisfaction of the person so sent.

9. (1) The Governor General in Council may authorise any railway administration, in case of any slip or other accident happening or being apprehended to any cutting, embankment or other work under the control of the railway administration, to enter upon any lands adjoining its railway for the purpose of repairing or preventing the accident, and to do all such works as may be necessary for the purpose.

(2) In case of necessity the railway administration may enter upon the lands and do the works aforesaid without having obtained the previous sanction of the Governor General in Council, but in such a case shall, within forty-eight hours after such entry, make a report to the Governor General in Council, specifying the nature of the accident or apprehended accident, and of the works necessary to be done, and the power conferred on the railway administration by this sub-section shall cease and determine if the Governor General in Council, after considering the report, considers that the exercise of the power is not necessary for the public safety.

10. A railway administration shall do as little damage as possible in the exercise of the powers conferred by any of the three last foregoing sections, and such compensation shall be paid to persons affected by the exercise thereof as may be agreed upon or as, in case of dispute, may be awarded under the Land-acquisition Act, 1870, or settled according to the procedure prescribed in that Act for the settlement of cases of disputed compensation.

11. (1) A railway administration shall make and maintain the following works for the accommodation of the owners and occupiers of lands adjoining the railway, namely :—

- (a) such and so many convenient crossings, bridges, arches, culverts and passages over, under or by the sides of, or leading to or from, the railway as may, in the opinion of the Governor General in Council, be necessary for the purpose of making good any interruptions caused by the railway to the use of the lands through which the railway is made, and
 - (b) all necessary arches, tunnels, culverts, drains, watercourses or other passages, over or under or by the sides of the railway, of such dimensions as will, in the opinion of the Governor General in Council, be sufficient at all times to convey water as freely from or to the lands lying near or affected by the railway as before the making of the railway, or as nearly so as may be.
- (2) The works specified in clauses (a) and (b) of sub-section (1) shall be made during or immediately after the laying out or formation of the railway over the lands traversed thereby and in such manner as to cause as little damage or inconvenience as possible to persons interested in the lands or affected by the works.

(3) The foregoing provisions of this section are subject to the following provisos, namely :—

- (i) a railway administration shall not be required to make any accommodation works in such a manner as would prevent or obstruct the working or using of the railway, or to make any accommodation works with respect to which the owners and occupiers of the lands have agreed to receive and have been paid compensation in consideration of their not requiring the works to be made ;
 - (ii) save as hereinafter in this Chapter provided, a railway administration shall not be compelled to defray the cost of executing any further or additional accommodation works for the use of the owners or occupiers of the lands after the expiration of ten years from the date on which the railway passing through the lands was first opened for public traffic.
- (4) The Governor General in Council may appoint a time for the commencement of any work to be executed under sub-section (1), and, if for fourteen days next after that time the railway administration fails to commence the work or, having commenced it, fails to proceed diligently to execute it in a sufficient manner, the Governor General in Council may execute it and recover from the railway administration the cost incurred by him in the execution thereof.

12. If an owner or occupier of any land affected by a railway considers the works made under the last foregoing section to be insufficient for the commodious use of the land, he may at any time require the railway administration to make at his expense such

Power for owner or occupier of land to cause additional accommodation works to be made.

further works for that purpose as he thinks necessary and are agreed to by the railway administration or as, in case of difference of opinion, may be authorised by the Governor General in Council.

13. The Governor General in Council may require that, within a time to be specified in the requisition or Fences, screens, gates and bars. within such further time as he may appoint in this behalf,—

- (a) boundary-marks or fences be provided or renewed by a railway administration for a railway or any part thereof and for roads constructed in connection therewith ;
- (b) any works in the nature of a screen near to or adjoining the side of any public road be provided or renewed by a railway administration for the purpose of preventing danger to passengers on the road by reason of horses being frightened by the sight or noise of the rolling-stock moving on a railway ;
- (c) suitable gates, chains, bars, stiles or hand-rails be erected or renewed by a railway administration at places where a railway crosses a public road on the level ;
- (d) persons be employed by a railway administration to open and shut such gates, chains or bars.

14. (1) Where a railway administration has constructed a railway across a public road on the level, the Governor General in Council may at any time, if it appears to him necessary for the public safety or convenience, require the railway administration, within such time as he thinks fit, to carry the road either under or over the railway by means of a bridge or arch, with convenient ascents and descents and other convenient approaches, instead of crossing the road on the level, or to execute such other works as, in the circumstances of the case, may appear to the Governor General in Council to be best adapted for removing or diminishing the danger or inconvenience arising from the level-crossing.

(2) The Governor General in Council may require, as a condition of making a requisition under sub-section (1), that the local authority, if any, which maintains the road shall undertake to pay such portion of the cost to the railway administration of complying with the requisition as the Governor General in Council thinks just.

Removal of trees dangerous to or obstructing the working of a railway. 15. (1) In either of the following cases, namely :—

- (a) where there is danger that a tree standing near a railway may fall on the railway so as to obstruct traffic,
- (b) when a tree obstructs the view of any fixed signal,

the railway administration may, with the permission of any Magistrate, fell the tree or deal with it in such other manner as will in the opinion of the railway administration avert the danger or remove the obstruction, as the case may be.

(2) In case of emergency the power mentioned in sub-section (1) may be exercised by a railway administration without the permission of a Magistrate.

(3) Where a tree felled or otherwise dealt with under sub-section (1) or sub-section (2) was in existence before the railway was constructed or the signal was fixed, any Magistrate may, upon the application of the persons interested in the tree, award to those persons such compensation as he thinks reasonable.

(4) Such an award, subject, where made in a presidency-town by any Magistrate other than the Chief Presidency Magistrate or where made elsewhere by any Magistrate other than the District Magistrate, to revision by the Chief Presidency Magistrate or the District Magistrate, as the case may be, shall be final.

CHAPTER IV.

OPENING OF RAILWAYS.

16. (1) A railway administration may, with the previous sanction of the Governor General in Council, use upon a railway locomotive engines or other motive power, and rolling-stock to be drawn or propelled thereby.

(2) But a locomotive engine or other motive power shall not be used upon a railway until general rules for the railway have been made, sanctioned, published and notified under this Act.

17. (1) Subject to the provisions of sub-section (2), a railway administration shall, one month at least before it intends to open any railway for the public carriage of passengers, give to the Governor General in Council notice in writing of its intention.

(2) The Governor General in Council may in any case, if he thinks fit, reduce the period of, or dispense with, the notice mentioned in sub-section (1).

18. A railway shall not be opened for the public carriage of passengers until the Governor General in Council, or an Inspector empowered by the Governor General in Council in this behalf, has by order sanctioned the opening thereof for that purpose.

19. (1) The sanction of the Governor General in Council under the last foregoing section shall not be given until an Inspector has, after inspection of the railway, reported in writing to the Governor General in Council—

(a) that he has made a careful inspection of the railway and rolling-stock ;

(b) that the moving and fixed dimensions prescribed by the Governor General in Council have not been infringed ;

(c) that the weight of rails, strength of bridges, general structural character of the works, and the size of and maximum gross load upon the axles of any rolling-stock are in accordance with the standards prescribed by the Governor General in Council ;

(d) that the railway is sufficiently supplied with rolling-stock ;

(e) that general rules for the working of the railway have been made, sanctioned, published and notified under this Act; and

(f) that, in his opinion, the railway can be opened for the public carriage of passengers without danger to the public using it.

(2) If in the opinion of the Inspector the railway cannot be so opened without danger to the public using it, he shall state that opinion together with the grounds therefor to the Governor General in Council, and the Governor General in Council may thereupon order the railway administration to postpone the opening of the railway.

(3) An order under the last foregoing sub-section must set forth the requirements to be complied with as a condition precedent to the opening of the railway being sanctioned, and shall direct the postponement of the opening of the railway until those requirements have been complied with or the Governor General in Council is otherwise satisfied that the railway can be opened without danger to the public using it.

(4) The sanction given under this section may be either absolute or subject to such conditions as the Governor General in Council thinks necessary for the safety of the public.

(5) When sanction for the opening of a railway is given subject to conditions and the railway administration fails to fulfil those conditions, the sanction shall be deemed to be void and the railway shall not be worked or used until the conditions are fulfilled to the satisfaction of the Governor General in Council.

20. (1) The provisions of sections 17, 18 and 19 with respect to the opening of a railway shall extend to the opening of the works mentioned in sub-section (2) when those works form part of, or are directly connected with, a railway used for the public carriage of passengers and have been constructed after the inspection which preceded the first opening of the railway.

(2) The works referred to in sub-section (1) are additional lines of railway, deviation lines, stations, junctions and crossings on the level, and any alteration or re-construction materially affecting the structural character of any work to which the provisions of sections 17, 18 and 19 apply or are extended by this section.

21. When an accident has occurred resulting in a temporary suspension of traffic, and either the original line and works have been rapidly restored to their original standard, or a temporary diversion has been laid for the purpose of restoring communication, the original line and works so restored, or the temporary diversion, as the case may be, may, in the absence of the Inspector, be opened for the public carriage of passengers, subject to the following conditions, namely:—

(a) that the engineer in charge of the works undertaken by reason of the accident has recorded an opinion that the opening of the restored line and works, or of the temporary diversion, will not be attended with danger to the public using the line and works or the diversion;

- (b) That notice by telegraph of the intention to open the line and works or the diversion shall be sent to the Inspector appointed for the railway ; and
- (c) That the rate of speed over the line and works or the diversion so opened shall not exceed ten miles an hour until the opening thereof has been sanctioned by the Governor General in Council under the provisions of this Act.

Power to make rules with respect to the opening of railways.

22. The Governor General in Council may make rules defining the cases in which such notice as is required by section 17 may be dispensed with.

23. (1) When, after inspecting any open railway used for the public carriage of passengers, or any rolling-stock used thereon, an Inspector is of opinion that the use of the railway or of any specified rolling-stock will be attended with danger to the public using it, he shall state that opinion, together with the grounds therefore to the Governor General in Council ; and the Governor General in Council may thereupon order that the railway be closed for the public carriage of passengers, or that the use of the rolling-stock so specified be discontinued, or that the railway or the rolling-stock so specified be used for the public carriage of passengers only on such conditions as the Governor General in Council may consider necessary for the safety of the public.

Power to close an opened railway.

(2) An order under the last foregoing sub-section must set forth the grounds on which it is founded.

24. (1) When a railway has been closed under the last foregoing section, it shall not be re-opened for the public carriage of passengers until it has been inspected, and its re-opening sanctioned, in accordance with the provisions of this Act.

Re-opening of a closed railway.

(2) When the Governor General in Council has ordered under the last foregoing section that the use of any specified rolling-stock be discontinued, that rolling-stock shall not be used until an Inspector has reported that it is fit for use and the Governor General in Council has sanctioned its use.

(3) When the Governor General in Council has imposed under the last foregoing section any conditions with respect to the use of any railway or rolling-stock, those conditions shall be observed until they are withdrawn by the Governor General in Council.

25. (1) The Governor General in Council may, by general or special order, authorise the discharge of any of his functions under this Chapter by an Inspector, and may cancel any sanction or order given by an Inspector discharging any such function or attach thereto any condition which the Governor General in Council might have imposed if the sanction or order had been given by himself.

Delegation of powers under this Chapter to Inspectors.

(2) A condition imposed under sub-section (1) shall for all the purposes of this Act have the same effect as if it were attached to a sanction or order given by the Governor General in Council.

CHAPTER V.

RAILWAY COMMISSIONS AND TRAFFIC FACILITIES.

Railway Commissions.

26. (1) For the purposes of this Chapter the Governor General in Council shall, as occasion may in his opinion require, appoint a commission, styled a Railway Commission (in this Act referred to as the Commissioners) and consisting of one Law Commissioner and two Lay Commissioners.

(2) The Commissioners shall sit at such times and in such places as the Governor General in Council appoints.

(3) The Law Commissioner shall be such Judge of the High Court having jurisdiction in reference to European British subjects under the Code of Criminal Procedure, 1882, in the place where the Commissioners are to sit as, in the case of a High Court established under the Statute 24 and 25 Victoria, Chapter 104, the Chief Justice or, in the case of the Chief Court of the Punjab, the Senior Judge or, in the case of the Court of the Recorder of Rangoon, the Chief Commissioner of Burma may, on the request of the Governor General in Council, assign by writing under his hand.

(4) The Lay Commissioner shall be appointed by the Governor General in Council, and one at least of them shall be of experience in railway business.

27. The Commissioners shall take cognizance of such cases only as are referred to them by the Governor General in Council.

28. In any of the following circumstances, namely :—

- (a) where complaint is made to the Governor General in Council of anything done or any omission made by a railway administration in violation or contravention of any provision of this Chapter ;
- (b) where any difference referable to arbitration arises between railway administrations, and the railway administrations apply to the Governor General in Council to have it referred to the Commissioners ;
- (c) where any other difference to which a railway administration is a party arises, and the parties thereto apply to the Governor General in Council to have it referred to the Commissioners ;

the Governor General in Council may, if he thinks fit, refer the case to the Commissioners for decision.

29. The three Commissioners shall attend at the hearing of any case referred to them for decision under this Chapter, and the Law Commissioner shall preside at the hearing.

Constitution of Railway Commission in session.

30. In hearing any such case the Commissioners shall have all the powers which may be exercised in the hearing of an original civil suit by the High Court of which the Law Commissioner is a member, and they or the majority of them may make any order in the case, by way of injunction, which may in the circumstances appear to them to be suitable.

Powers of Railway Commission.

31. (1) An appeal shall not lie from any order of the Commissioners upon any question of fact on which two of the Commissioners are agreed.

Appeals from orders of Railway Commission.

(2) Subject to the provisions of sub-section (1), an appeal shall lie from an order of the Commissioners—

(a) where the Law Commissioner was the Recorder or Additional Recorder of Rangoon, to the High Court of Judicature at Fort William in Bengal, and

(b) in any other case, to the High Court or Chief Court of which the Law Commissioner was a member.

(3) Such an appeal must be presented within six months from the date of the order appealed from, and shall be heard by a bench of as many Judges, not being fewer than three, as the High Court or Chief Court may by rule prescribe.

(4) In the hearing of the appeal the High Court or Chief Court shall, subject to the other provisions of this Chapter, have all the powers which it has as an Appellate Court under the Code of Civil Procedure, and may make any order which the Commissioners could have made.

32. Notwithstanding any appeal to the High Court from an order of the Commissioners, the order shall, unless the Commissioners or the majority of them see fit to suspend it, continue in operation until it is reversed or varied by that Court.

Operation of orders of Railway Commission.

33. Subject to the foregoing provisions of this Chapter and to any direction of Her Majesty in Council, an order of the Commissioners shall be final and shall not be questioned in or restrained by any Court.

Finality of orders of Railway Commission subject to the foregoing provisions of this Chapter.

34. (1) The Commissioners, in the exercise of their jurisdiction under this Chapter, may from time to time, with the general or special sanction of the Governor General in Council, call in one or more persons of engineering or other technical knowledge to act as assessors.

Assessors.

(2) There shall be paid to such persons such remuneration as the Governor General in Council upon the recommendation of the Commissioners may direct.

35. The Governor General in Council may make rules regulating proceedings before the Commissioners and enabling the Commissioners to carry into effect the provisions of this Chapter, and prescribing fees to be taken in relation to proceedings before the Commissioners.

Power of the Governor General in Council to make rules for the purposes of this Chapter.

36. The costs of, and incidental to, any proceedings before the Commissioners or the High Court under this Chapter shall be in the discretion of the Commissioners or the High Court, as the case may be.

Costs of proceedings under this Chapter.

37. The High Court of which the Law Commissioner was a member shall, on the application of any person who was a party to the proceedings before the Commissioners, or of the representative of any such person, cause an order of the Commissioners to be enforced or executed as if it were an order made by itself in the exercise of its original civil jurisdiction.

Execution of orders of Railway Commission.

38. A document purporting to be signed by the Commissioners, or any of them, shall be received in evidence without proof of the signature, and shall, until the contrary is proved, be deemed to have been so signed and to have been duly executed or issued by the Commissioners.

39. The Commissioners shall, as soon as may be after the disposal of each case referred to them, submit to the Governor General in Council a special report on the case, and the Governor General in Council shall cause the report to be published in such manner as he thinks fit for the information of persons interested in the subject-matter thereof.

Submission to the Governor General in Council of special reports by Railway Commission.

40. Except for the purpose of the last foregoing section, a Railway Commission shall be deemed to be dissolved at the close of the last of the sittings of the Commissioners for the decision of the cases referred to them.

Dissolution of Railway Commission.

Traffic Facilities.

41. (1) Every railway administration shall, according to its powers, afford all reasonable facilities for the receiving, forwarding and delivering of traffic upon and from the several railways belonging to or worked by it and for the return of rolling-stock.

Duty of railway administrations to arrange for receiving and forwarding traffic without unreasonable delay and without partiality.

(2) A railway administration shall not make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, in any respect whatsoever, or subject any particular person or railway administration or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any such respect.

(3) A railway administration having or working railways which form part of a continuous line of railway communication, or having its terminus or station near the terminus or station of another railway administration, shall afford all due and reasonable facilities for receiving and forwarding by one of such railways all the traffic arriving by the other at such terminus or station, without any unreasonable delay, and without any such preference or advantage or prejudice or disadvantage as aforesaid, and so that no obstruction may be offered to the public desirous of using such railways as a continuous line of communication, and so that all reasonable accommodation may by means of such railways be at all times afforded to the public in that behalf.

(4) The facilities to be afforded under this section shall include the due and reasonable receiving, forwarding and delivering by every railway administration, at the request of any other railway administration, of through traffic to and from the railway of any other railway administration at through rates :

Provided as follows :—

- (a) the railway administration requiring the traffic to be forwarded shall give written notice of the proposed through rate to each forwarding railway administration, stating both its amount and its apportionment, and the route by which the traffic is proposed to be forwarded ;
- (b) each forwarding railway administration shall, within the prescribed period after the receipt of such notice, by written notice inform the railway administration requiring the traffic to be forwarded whether it agrees to the rate and route, and, if it objects to either, the grounds of the objection ;
- (c) if at the expiration of the prescribed period no such objection has been sent by any forwarding railway administration, the rate shall come into operation at the expiration of that period ;
- (d) if an objection to the rate or route has been sent within the prescribed period, the Governor General in Council shall, on the request of any of the railway administrations, refer the case to the Commissioners for their decision ;
- (e) if the objection is to the granting of the rate or to the route, the Commissioners shall consider whether the granting of the rate is a due and reasonable facility in the interests of the public, and whether, regard being had to the circumstances, the route proposed is a reasonable route, and shall allow, refuse or alter the rate accordingly ;
- (f) if the objection is only to the apportionment of the rate, the rate shall come into operation at the expiration of the prescribed period, but the decision of the Commissioners as to its apportionment shall be retrospective : in any other case the operation of the rate shall be suspended until the Commissioners make their order in the case ;
- (g) the Commissioners in apportioning the through rate shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the

construction, maintenance or working of the route or any part of the route, as well as any special charges which any railway administration is entitled to make in respect thereof ;

(b) subject to the foregoing provision of this sub-section, the Commissioners shall have full power to decide that any proposed through rate is due and reasonable, notwithstanding that a less amount may be allotted to any forwarding railway administration out of the through rate than the maximum rate which the railway administration is entitled to charge, and to allow and apportion the through rate accordingly ;

(i) the prescribed period mentioned in this sub-section shall be one month, or such longer period as the Governor General in Council may by general or special order prescribe.

42. (1) Whenever it is shown that a railway administration charges one trader or class of traders, or the traders in any district or country, lower rates for the same or similar merchandise, or lower rates for the same or similar services, than it charges to other traders or classes of traders, or to the traders in another district or country, the burden of proving that such lower charge does not amount to an undue preference shall lie on the railway administration.

(2) In deciding whether a lower charge does or does not amount to an undue preference, the Commissioners may, so far as they think reasonable, in addition to any other considerations affecting the case, take into consideration whether such lower charge is necessary for the purpose of securing, in the interests of the public, the traffic in respect of which it is made.

43. Where a railway administration is a party to an agreement for using on a river or other inland water for the purposes of the traffic of the railway any ferry, ship, boat or raft which is not under the direct control of the railway administration, the provisions of the two last foregoing sections applicable to a railway shall extend to the ferry, ship, boat or raft and to the traffic carried thereby.

44. A railway administration may charge reasonable terminals in respect of services rendered by it at a terminal station.

45. The Governor General in Council may refer to the Commissioners for decision any question or dispute which may arise with respect to the terminals charged by a railway administration, and the Commissioners may thereupon decide what is a reasonable sum to be paid to the railway administration in respect of terminals.

46. (1) A railway administration shall keep at each of its stations a book or books showing every rate for the time being charged for the carriage of traffic, other than passengers and their luggage, from that station to

any place to which the administration quotes a rate, and stating the distance from that station of every station, siding or place to which any such rate is charged.

(2) Every such book shall during all reasonable hours be open to the inspection of any person without payment of any fee.

47. (1) Where any charge is made by and paid to a railway administration in respect of the carriage of goods over its railway, the administration shall, on the application of the person by whom or on whose behalf the charge has been paid, render to the applicant an account showing how much of the charge comes under each of the following heads, namely :—

- (a) the carriage of the goods on the railway ;
- (b) terminals ; and
- (c) demurrage, collection, delivery and other expenses ;
but without particularising the several items of which the charge under each head consists.

(2) The application under sub-section (1) must be in writing and be made to the railway administration within one week after the date of the payment of the charge by or on behalf of the applicant, and the account must be rendered by the administration within one month after the receipt of the application.

CHAPTER VI.

WORKING OF RAILWAYS.

General.

48. (1) Every railway company and, in the case of a railway administered by the Government, an officer to be appointed by the Governor General in Council in this behalf, shall make general rules consistent with this Act for the following purposes, namely :—

- (a) for regulating the mode in which, and the speed at which, rolling-stock used on the railway is to be moved or propelled ;
- (b) for regulating the provision to be made for the accommodation and convenience of passengers ;
- (c) for declaring what shall be deemed to be, for the purposes of this Act, dangerous or offensive goods, and for regulating the carriage of such goods ;
- (d) for regulating the conduct of the railway servants ;
- (e) for regulating the terms and conditions on which the railway administration will warehouse or retain goods at any station on behalf of the consignee or owner ; and
- (f) generally for regulating the travelling upon, and the use, working and management of, the railway.

(2) The rules may provide that any person committing a breach of any of them shall be punished with fine which may extend to any sum not exceeding fifty rupees.

(3) A rule made under this section shall not take effect until it has received the sanction of the Governor General in Council and been published in the Gazette of India :

Provided that, where the rule is in the terms of a rule which has already been published at length in the Gazette of India, a notification in that Gazette referring to the rule already published and announcing the adoption thereof shall be deemed a publication of a rule in the Gazette of India within the meaning of this sub-section.

(4) The Governor General in Council may cancel any rule made under this section, and the authority required by sub-section (1) to make rules thereunder may, at any time, with the previous sanction of the Governor-General in Council, rescind or vary any such rule.

(5) Every rule purporting to have been made for any railway under section 8 of the Indian Railway Act, 1879, and appearing from the Gazette of India to be intended to apply to the railway at the commencement of this Act, shall, notwithstanding any irregularity in the making or publication of the rule, be deemed to have been made and to have taken effect under this section.

(6) Every railway administration shall keep at each station on its railway a copy of the rules for the time being in force on the railway under this section, and shall allow any person to inspect it free of charge at all reasonable times.

49. Where two or more railway administrations whose railways have a common terminus or a portion of the same line of rails in common, or form separate portions of one continued line of railway communication, are not able to agree upon arrangements for conducting at such common terminus, or at the point of junction between them, their joint traffic with safety to the public, the Governor General in Council, upon the application of either or any of the administrations, may decide the matters in dispute between them, so far as those matters relate to the safety of the public, and may determine whether the whole or what proportion of the expenses attending on such arrangements shall be borne by either or any of the administrations respectively.

50. Any railway company, not being a guaranteed company within the meaning of the Statute 42 and 43 Victoria, Chapter 41, may from time to time make and carry into effect agreements with the Governor General in Council for the construction of rolling-stock, plant or machinery used on, or in connection with, railways, or for leasing or taking on lease any rolling-stock, plant, machinery or equipments required for use on a railway, or for the maintenance of rolling-stock.

51. Any railway company, not being a guaranteed company within the meaning of the Statute 42 and 43 Victoria, Chapter 41, may from time to time make with the Governor General in Council, and carry into effect, or, with the sanction of the Governor General in Council, make with any other railway administration, and carry into effect, any agreement with respect to any of the following purposes, namely :—

- (a) the working, use, management and maintenance of any railway ;
- (b) the supply of rolling-stock and machinery necessary for any of the purposes mentioned in clause (a) and of officers and servants for the conduct of the traffic of any such railway ;
- (c) the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance ;
- (d) the interchange, accommodation and conveyance of traffic being on, coming from or destined for the respective railways of the contracting parties, and the fixing, collecting, apportionment and appropriation of the revenues arising from that traffic ;
- (e) generally, the giving effect to any such provisions or stipulations with respect to any of the purposes mentioned in clause (a) as the contracting parties may think fit and mutually agree on :

Provided that the agreement shall not affect any of the rates which the railway administrations parties thereto are from time to time respectively authorised to demand and receive from any person, and that every such person shall, notwithstanding the agreement, be entitled to the use and benefit of the railways of any railway administrations, parties to the agreement, on the same terms and conditions, and on payment of the same rates, as he would be if the agreement had not been entered into.

52. Any railway company, not being a guaranteed company within the meaning of the Statute 42 and 43 Victoria, Chapter 41, may from time to time exercise with the sanction of the Governor General in Council all or any of the following powers, namely :—

- (a) it may establish, for the accommodation of the traffic of its railway, any ferry properly equipped with ships and boats or a bridge-of-boats and fixed and moveable machinery and plant of good quality and adequate in quantity to work the ferry ;
- (b) it may work any ferry established by it under this section for purposes other than the accommodation of the traffic of the railway ;
- (c) it may provide and maintain on any of its bridges roadways for foot-passengers, cattle, carriages, carts or other traffic ;

(d) it may construct and maintain roads for the accommodation of traffic passing to or from its railway ;

(e) it may provide and maintain any means of transport which may be required for the reasonable convenience of passengers, animals or goods carried or to be carried on its railway ;

(f) it may charge tolls on the traffic using such ferries, roadways, roads or means of transport as it may provide under this section, according to tariffs to be arranged from time to time with the sanction of the Governor General in Council.

53. Every railway administration shall prepare and print half-yearly, in forms to be prescribed by the Governor General in Council, such returns.

of its capital and revenue transactions and of its traffic as the Governor General in Council may require, and shall forward a copy of such returns to the Governor General in Council at such times as he may direct.

Carriage of Property.

54. (1) Every railway administration shall determine the maximum load for every wagon or truck in its possession, and shall exhibit the words or figures representing the load so determined in a conspicuous manner on the outside of every such wagon or truck.

(2) Every person owning a wagon or truck which passes over a railway shall similarly determine and exhibit the maximum load for the wagon or truck.

(3) The gross weight of any such wagon or truck bearing on the axles when the wagon or truck is loaded to such maximum load, shall not exceed such limit as may be fixed by the Governor General in Council for the class of axle under the wagon or truck.

55. (1) A railway administration may impose conditions, not inconsistent with this Act or with any general rule thereunder, with respect to the receiving, forwarding or delivering of any animals or goods.

(2) The railway administration shall keep at each station on its railway a copy of the conditions for the time being in force under sub-section (1) at the station, and shall allow any person to inspect it free of charge at all reasonable times.

56. (1) If a person fails to pay on demand any rate, terminal, or other charge due from him to a railway administration in respect of any animals or goods, the railway administration may detain the whole or any of the animals or goods, or, if they have been removed from the railway, any other animals or goods of such person then being in or thereafter coming into its possession.

(2) When any animals or goods have been detained under sub-section (1), the railway administration may sell by public auction, in the case of perishable goods at once, and in the case of other goods or of animals on the expiration of at least fifteen days' notice of the intended

auktion, published in one or more of the local newspapers or, where there are no such newspapers, in such manner as the Governor General in Council may prescribe, sufficient of such animals or goods to produce a sum equal to the rate, terminal or other charge and all expenses of such detention, notice and sale, including, in the case of animals, the expenses of the feeding, watering and tending thereof.

(3) Out of the proceeds of the sale the railway administration may retain a sum equal to the rate, terminal or other charge and the expenses aforesaid, rendering the surplus, if any, of the proceeds, and such of the animals or goods (if any) as remain unsold, to the person entitled thereto.

(4) If a person on whom a demand for any rate, terminal or other charge has been made fails to remove from the railway within a reasonable time any animals or goods which have been detained under sub-section (1), or any animals or goods which have remained unsold after a sale under sub-section (2), the railway administration may sell the whole of them and dispose of the proceeds of the sale as nearly as may be under the provisions of the last foregoing sub-section.

(5) Notwithstanding anything in the foregoing sub-sections, the railway administration may recover by suit any such rate, terminal or other charge as aforesaid or balance thereof.

57. When any animals or goods have come into the possession of a railway administration for carriage or otherwise and are not claimed within a reasonable time by the owner or other person appearing to the railway administration to be entitled thereto, the railway administration may sell them as nearly as may be under the provisions of the last foregoing section, rendering the surplus, if any, of the proceeds of the sale to any person entitled thereto.

58. If the railway administration has any doubt as to the person entitled to any animals, goods or sale-proceeds under either of the two last foregoing sections, it may withhold delivery thereof until the person claiming them has established his title thereto in a Civil Court.

59. Where any animals or goods in the possession of a railway administration are claimed by two or more persons, or the receipt given therefor is not forthcoming, the railway administration may withhold delivery of the animals or goods until the person entitled in its opinion to receive them has given an indemnity, to the satisfaction of the railway administration, against the claims of any other person with respect to the animals or goods.

60. (1) The owner or person having charge of any goods which have been carried upon a railway, or are brought upon a railway, for the purpose of being carried thereon, shall, on the request of any railway servant appointed

Requisitions for written accounts of quantity and description of goods.

in this behalf by the railway administration, deliver to him an exact account in writing signed by such owner or person of the quantity and description of the goods.

(2) If an account delivered under sub-section (1) is materially false with respect to the quantity or description of any goods to which it purports to relate, the railway administration may charge in respect of the carriage of the goods a rate not exceeding double the highest rate which may be in force at the time on the railway for any class of goods.

(3) If any difference arises between a railway servant and an owner of or a person having the charge of any goods carried or to be carried on a railway, respecting the quantity or description of goods of which an account has been required or delivered under this section, the railway servant may detain and examine the goods.

(4) If an account has not been delivered under sub-section (1) on request made therefor under that sub-section, the person to whom the request was addressed or, if that person is not the owner of the goods, then that person and the owner jointly and severally shall be liable to pay to the railway administration the cost of the detention and examination of the goods, and the railway administration shall be exonerated from all responsibility for any loss which may have been caused by the detention or examination.

(5) If it appears from the examination that the quantity of the goods is larger than, or their description different from, that stated in an account delivered under sub-section (1), the person who delivered the account or, if that person is not the owner of the goods, then that person and the owner jointly and severally shall be liable to pay to the railway administration the cost of the detention and examination of the goods, and the railway administration shall be exonerated from all responsibility for any such loss as aforesaid.

(6) If it appears that the quantity of the goods is not larger than, or their description not different from, that stated in an account delivered under sub-section (1), the railway administration shall pay the cost of the detention and examination and be responsible to the owner of the goods for any loss which may have been caused by the detention or examination thereof.

1. (1) No person shall be entitled to take with him, or to require a railway administration to carry, any dangerous or offensive goods upon a railway.

(2) No person shall take any such goods with him upon a railway without giving notice of their nature to the station-master or other railway servant in charge of the place where he brings the goods upon the railway, or shall tender or deliver any such goods for carriage upon a railway without distinctly marking their nature on the outside of the package containing them or otherwise giving notice in writing of their nature to the railway servant to whom he tenders or delivers them.

(3) Any railway servant may refuse to receive such goods for carriage and, when such goods have been so received without such notice

as is mentioned in the last foregoing sub-section having to his knowledge been given, may refuse to carry them or may stop their transit.

(4) If any railway servant has reason to believe any such goods to be contained in a package with respect to the contents whereof such notice as is mentioned in sub-section (2) has not to his knowledge been given, he may cause the package to be opened for the purpose of ascertaining its contents.

(5) Nothing in this section shall be construed to derogate from the Indian Explosives Act, 1884, or any rule under that Act, or to apply to any goods tendered or delivered for carriage by order or on behalf of the Government, or to any goods which an officer, soldier, sailor or police-officer or a person enrolled as a volunteer under the Indian Volunteers Act, 1869, may take with him upon a railway in the course of his employment or duty as such.

Carriage of Passengers.

62. The Governor General in Council may require any railway administration to provide and maintain in proper order, in any train worked by it which carries passengers, such efficient means of communication between the passengers and the railway servants in charge of the train as the Governor General in Council has approved.

63. Every railway administration shall fix, subject to the approval of the Governor General in Council, the maximum number of passengers for each compartment which may be carried in each compartment of every description of carriage, and shall exhibit the number so fixed in a conspicuous manner inside or outside each compartment, in English or in one or more of the vernacular languages in common use in the territory traversed by the railway, or both in English and in one or more of such vernacular languages, as the Governor General in Council, after consultation with the railway administration, may determine.

64. Every railway administration shall in every passenger-train reserve at least one compartment of the lowest class for the exclusive use of females.

65. Every railway administration shall cause to be posted in a conspicuous place at every station on its railway, in English and in a vernacular language in common use in the territory where the station is situate, a copy of the time-tables for the time being in force on the railway, and a list of the fares chargeable for travelling from the station where the list is posted to every place for which passenger-tickets are ordinarily issued at that station.

66. (1) Every person desirous of travelling on a railway shall, upon payment of his fare, be supplied with a ticket, specifying the class of carriage for which, and the place from and the place to which, the fare has been paid, and the amount of the fare.

(2) The matters required by sub-section (1) to be specified on a ticket shall be set forth—

- (a) if the class of carriage to be specified thereon is the lowest class, then in a vernacular language in common use in the territory traversed by the railway, and
- (b) if the class of carriage to be so specified is any other than the lowest class, then in English.

Provision for case in which tickets have been issued for trains not having room available for additional passengers.

67. (1) Fares shall be deemed to be accepted, and tickets to be issued, subject to the condition of there being room available in the train for which the tickets are issued.

(2) A person to whom a ticket has been issued and for whom there is not room available in the train for which the ticket was issued, shall on returning the ticket within an hour after the departure of the train be entitled to have his fare at once refunded.

68. No person shall enter any carriage on a railway for the purpose of travelling therein as a passenger, unless he has with him either a pass or a ticket.

69. Every passenger by railway shall, on the requisition of any railway servant appointed by the railway administration in this behalf, present his pass or ticket to the railway servant for examination, and at the end of the journey for which the pass or ticket was issued or, in the case of a season pass or ticket, at the expiration of the period for which it is current, deliver up the pass or ticket to the railway servant.

70. A return ticket shall not be transferable and may be used only by the person for whose journey to and from the places specified thereon it was issued.

Return tickets.

Power to remove persons suffering from infectious disorder.

71. (1) A railway administration may refuse to carry a person suffering from any infectious disorder.

(2) A person suffering from such a disorder shall not enter or travel upon a railway without the special permission of the station-master or other railway servant in charge of the place where he enters upon the railway.

(3) A railway servant giving such permission as is mentioned in the last foregoing sub-section must arrange for the segregation of the person suffering from the disorder from other persons being or travelling upon the railway.

CHAPTER VII.

RESPONSIBILITY OF RAILWAY ADMINISTRATIONS AS CARRIERS.

72. (1) The responsibility of a railway administration for the loss, destruction or deterioration of animals or goods delivered to the administration to be carried by railway shall, subject to the other provisions of this Act, be that of a bailee under Chapter IX. of the Indian Contract Act, 1872.

Measure of the general responsibility of a railway administration as a carrier of animals and goods.

(2) An agreement purporting to limit that responsibility shall, in so far as it purports to affect such limitation, be void unless it—

(a) is in writing signed by or on behalf of the person sending or delivering the animals or goods, and

(b) is otherwise in a form approved by the Governor General in Council.

(3) Nothing in the common law of England or in the Carriers Act, 1865, with respect to the carriage of animals or goods, shall apply to their carriage by railway.

73. (1) The responsibility of a railway administration under the last foregoing section for the loss, destruction or deterioration of animals delivered to the administration to be carried on a railway shall not in any case exceed, in the case of elephants or horses, five

hundred rupees a head or, in the case of camels or horned cattle, fifty rupees a head or, in the case of sheep, goats, dogs or other animals, ten rupees a head, unless the person sending or delivering them to the administration caused them to be declared, or declared them, at the time of their delivery for carriage by railway, to be respectively of higher value than five hundred, fifty or ten rupees a head, as the case may be.

(2) Where such higher value has been declared, the railway administration may charge, in respect of the increased risk, a percentage upon the excess of the value so declared over the respective sums aforesaid.

(3) In every proceeding against a railway administration for the recovery of compensation for the loss, destruction or deterioration of any animal, the burden of proving the value of the animal and, where the animal has been injured, the extent of the injury shall lie upon the person claiming the compensation.

74. A railway administration shall not be responsible for the loss, destruction or deterioration of any luggage belonging to or in charge of a passenger, unless a railway servant has booked and given a receipt for the luggage and the passenger has left the luggage to be carried by the railway administration in a wagon or other place appropriated for the carriage of luggage or of luggage and other goods.

75. (1) When any articles mentioned in the second schedule are contained in any parcel or package delivered to a railway administration, and the value of such articles in the parcel or package exceeds one hundred rupees, the railway administration shall not be responsible for the loss, destruction or deterioration of the parcel or package unless the person sending or delivering the parcel or package to the administration caused its value and contents to be declared or declared them at the time of the delivery of the parcel or package for carriage by railway, and a railway servant on

behalf of the administration has accepted a percentage on the value so declared by way of compensation for increased risk, or an engagement to pay such percentage.

(2) When any parcel or package of which the value has been declared under sub-section (1) has been lost or destroyed or has deteriorated, the compensation recoverable in respect of such loss, destruction or deterioration shall not exceed the value so declared, and the burden of proving the value so declared to have been the true value shall lie on the person claiming the compensation.

76. In any suit against a railway administration for compensation for loss, destruction or deterioration of animals or goods delivered to a railway servant for carriage by railway, it shall not be necessary for the plaintiff to prove how the loss, destruction or deterioration was caused.

77. A person shall not be entitled to a refund of an overcharge in respect of animals or goods carried by railway or to compensation for the loss, destruction or deterioration of animals or goods delivered to be so carried, unless his claim to the refund or compensation has been preferred in writing by him or on his behalf to the railway administration within six months from the date of the delivery of the animals or goods for carriage by railway.

78. Notwithstanding anything in the foregoing provisions of this Chapter, a railway administration shall not be responsible for the loss, destruction or deterioration of any goods with respect to the quantity or description of which an account materially false has been delivered under sub-section (1) of section 60 and in respect of the carriage of which a special rate has not been charged under sub-section (2) of that section.

79. Where an officer, soldier or follower, while being or travelling as such on duty upon a railway belonging to the Government, loses his life or receives any personal injury in such circumstances that if he were not an officer, soldier or follower being or travelling as such on duty upon the railway, compensation would be payable under Act No. XIII. of 1855 (*an Act to provide compensation to families for loss occasioned by the death of a person caused by actionable wrong*) or to him, as the case may be, the form and amount of the compensation to be made in respect of the loss of his life or his injury shall, where there is any provision in this behalf in the military regulations to which he was immediately before his death or is subject, be determined in accordance with those regulations, and not otherwise.

80. A suit for compensation for loss of the life of, or personal injury to, a passenger, or for loss, destruction or deterioration of animals or goods, where the passenger was or the animals or goods were booked through traffic.

over the railways of two or more railway administrations, shall lie against the railway administration from which the passenger obtained his pass or purchased his ticket, or to which the animals or goods were delivered by the consignor thereof, as the case may be.

81. (1) When a railway administration contracts to carry passengers, animals or goods partly by railway and partly by sea, a condition exempting the railway administration from responsibility for any loss of life, personal injury or loss of or damage to animals or goods which may happen during the carriage by sea from the act of God, the King's enemies, fire, accidents from machinery, boilers and steam and all and every other dangers and accidents of the seas, rivers and navigation of whatever nature and kind, soever shall, without being expressed, be deemed to be part of the contract, and, subject to that condition, the railway administration shall, irrespective of the nationality or ownership of the ship used for the carriage by sea, be responsible for any loss of life, personal injury or loss of or damage to animals or goods which may happen during the carriage by sea, to the extent to which it would be responsible under the Merchant Shipping Act, 1854, and the Merchant Shipping Act Amendment Act, 1862, if the ship were registered under the former of those Acts and the railway administration were owner of the ship, and not to any greater extent.

(2) The burden of proving that any such loss, injury or damage as is mentioned in sub-section (1) happened during the carriage by sea, shall lie on railway administration.

CHAPTER VIII.

ACCIDENTS.

82. When any of the following accidents occurs in the course of working a railway, namely :—

- Report of railway accidents.
- (a) any accident attended with loss of human life, or grievous hurt as defined in the Indian Penal Code, or serious injury to property ;
 - (b) any collision between trains of which one is a passenger-train ;
 - (c) the derailment of any passenger-train or part of a passenger-train ;
 - (d) any accident of a description usually attended with loss of human life or such grievous hurt as aforesaid or serious injury to property ;
 - (e) any accident of any other description which the Governor General in Council may notify in this behalf in the Gazette of India ;

the railway administration working the railway and, if the accident happens to a train belonging to any other railway administration, the other railway administration also shall, without unnecessary delay, send notice of the accident to the Local Government and to the

Inspector appointed for the railway; and the station-master nearest to the place at which the accident occurred or, where there is no station-master, the railway servant in charge of the section of the railway on which the accident occurred shall, without unnecessary delay, give notice of the accident to the Magistrate of the district in which the accident occurred, and to the officer in charge of the police-station within the local limits of which it occurred, or to such other Magistrate and police-officer as the Governor General in Council appoints in this behalf.

83. The Governor General in Council may make rules, consistent with this Act and any other enactment Power to make rules regarding notices of and inquiries into accidents. for the time being in force, for any of the following purposes, namely:—

- (a) for prescribing the forms of the notices mentioned in the last foregoing section, and the particulars of the accident which those forms are to contain;
- (b) for prescribing the class of accidents of which notice is to be sent by telegraph immediately after the accident has occurred;
- (c) for prescribing the duties of railway servants, police-officers, Inspectors and Magistrates on the occurrence of an accident.

84. Every railway administration shall send to the Governor General in Council a return of accidents occurring upon its railway, whether attended with personal injury or not, in such form and manner and at such intervals of time as the Governor General in Council directs.

85. Whenever any person injured by an accident on a railway claims compensation on account of the injury, any Court or person having by law or consent of parties authority to determine the claim may order that the person injured be examined by some duly qualified medical practitioner named in the order and not being a witness on either side, and may make such order with respect to the costs of the examination as it or he thinks fit.

CHAPTER IX.

PENALTIES AND OFFENCES.

Forfeitures by Railway Companies.

86. If a railway company fails to comply with any requisition made under section 13, it shall forfeit to the Government the sum of two hundred rupees for the default and a further sum of fifty rupees for every day after the first during which the default continues.

87. If a railway company uses a locomotive engine or other motive power upon a railway in contravention of section 16, sub-section (2), or opens or uses any railway or work in contravention of section 18, section 19, section 20 or section 21, or re-opens any railway or uses any rolling-stock in contravention of section 24, it shall forfeit to the Government the sum of two hundred rupees for every day during which the motive power, railway, work or rolling-stock is used in contravention of any of those sections.

88. If a railway company fails to comply with the provisions of section 46, section 48, sub-section (6), section 55, sub-section (2), or section 65, with respect to the books or other documents to be kept open to inspection or conspicuously posted at stations on its railway, it shall forfeit to the Government the sum of fifty rupees for every day during which the default continues.

89. If a railway company fails to comply with the provisions of section 48 with respect to the making of general rules, it shall forfeit to the Government the sum of fifty rupees for every day during which the default continues.

90. If a railway company fails to comply with the provisions of section 53 or section 84 with respect to the submission of any return, it shall forfeit to the Government the sum of fifty rupees for every day during which the default continues after the fourteenth day from the date prescribed for the submission of the return.

91. If a railway company contravenes the provisions of section 54 or section 63, with respect to the maximum load to be carried in any wagon or truck, or the maximum number of passengers to be carried in any compartment, or the exhibition of such load on the wagon or truck or of such number on the compartment, or knowingly suffers any person owing a wagon or truck passing over its railway to contravene the provisions of the former of those sections, it shall forfeit to the Government the sum of twenty rupees for every day during which either section is contravened.

92. If a railway company fails to comply with any requisition of the Governor General in Council under section 62 for the provision and maintenance in proper order, in any train worked by it which carries passengers, of such efficient means of communication as the Governor General in Council has approved, it shall forfeit to the Government the sum of twenty rupees for each case of default.

93. If a railway company omits to give such notice of an accident as is required by section 82 and the rules for the time being in force under section 83, it shall forfeit to the Government the sum of one hundred rupees for every day during which the omission continues.
- Penalty for omitting to give the notices of accidents required by section 82 and under section 83.

94. (1) When a railway company has through any act or omission forfeited any sum to the Government under the foregoing provisions of this chapter, the sum shall be recoverable by suit in the District Court having jurisdiction in the place where the act or omission or any part thereof occurred.

(2) The suit must be instituted with the previous sanction of the Governor General in Council, and the plaintiff therein shall be the Secretary of State for India in Council.

(3) The Governor General in Council may remit the whole or any part of any sum forfeited by a railway company to the Government under the foregoing provisions of this Chapter.

95. Nothing in those provisions shall be construed to preclude the Government from resorting to any other mode of proceeding instead of, or in addition to, such a suit as is mentioned in the last foregoing section, for the purpose of compelling a railway company to discharge any obligation imposed upon it by this Act.

Alternative or supplementary character of remedies afforded by the foregoing provisions of this Chapter.

Offences by Railway Servants.

Drunkenness or breach of duty.

96. If a railway servant—

- (a) is in a state of intoxication whilst actually employed upon a railway in the discharge of any duty, or
- (b) negligently or wilfully omits to perform his duty,

he shall, on complaint made by the railway administration or by a railway servant appointed by the railway administration in this behalf, be punished with fine which may extend to fifty rupees.

Endangering the safety of persons.

97. If a railway servant, when on duty, endangers the safety of any person—

- (a) by disobeying any general rule made, sanctioned, published and notified under this Act, or
- (b) by disobeying any rule or order which is not inconsistent with any such general rule, and which such servant was bound by the terms of his employment to obey, and of which he had notice, or
- (c) by any rash or negligent act or omission,

he shall be punished with imprisonment for a term which may extend to two years, or with fine which may extend to five hundred rupees, or with both,

98. If a railway servant compels, or attempts to compel any passenger to enter a compartment which already contains the maximum number of passengers exhibited thereon under section 63, he shall be punished with fine which may extend to twenty rupees.

99. If a station-master or a railway servant in charge of a section of a railway omits to give such notice of an accident as is required by section 82 and the rules for the time being in force under section 83, he shall be punished with fine which may extend to fifty rupees.

100. If a railway servant allows any rolling-stock to stand across a place where the railway crosses a public road on the level, he shall be punished with fine which may extend to twenty rupees.

101. If any return which is required by this Act is false in any particular to the knowledge of any person who signs it, that person shall be punished with fine which may extend to five hundred rupees, or with imprisonment which may extend to one year, or with both.

Other Offences.

102. If a person requested under section 60 to give an account of the quantity and description of any goods, neglects or refuses to give the account or gives an account which is materially false, he and, if he is not the owner of the goods, the owner also shall be punished with fine which may extend to ten rupees for every maund or part of a maund (of three thousand two hundred tolas) of the goods, and the fine shall be in addition to any rate or other charge to which the goods may be liable.

103. If a person in contravention of section 61 takes with him any dangerous or offensive goods upon a railway, or tenders or delivers any such goods for carriage upon a railway, he shall be punished with fine which may extend to five hundred rupees, and shall also be responsible for any loss, injury or damage which may be caused by reason of such goods having been so brought upon the railway.

104. If a passenger, without reasonable and sufficient cause, makes use of or interferes with any means provided by a railway administration for communication between passengers and the railway servants in charge of a train, he shall be punished with fine which may extend to fifty rupees.

105. (1) If a passenger, having entered a compartment already containing the maximum number of passengers exhibited thereon under section 63, refuses to leave it when required to do so by any railway servant, he shall be punished with fine which may extend to ten rupees.

(2) If any person resists the lawful entry of any other person into a compartment not already containing the maximum number of passengers exhibited thereon under section 63, he shall be punished with fine which may extend to fifty rupees.

106. (1) If a person, without the consent of his fellow-passengers, if any, in the same compartment smokes in any compartment except a compartment specially provided for the purpose, he shall be punished with fine which may extend to twenty rupees.

(2) If any person persists in so smoking after being warned by any railway servant to desist, he may, in addition to incurring the liability mentioned in sub-section (1), be removed by any railway servant from the carriage in which he is travelling and from the railway.

(3) Where a person is removed from the railway under the last foregoing sub-section, he shall forfeit any fare which he has paid and any pass or ticket which he has obtained or purchased.

107. If a person, without authority in this behalf, pulls down or injures any board or document set up or posted on a railway by order of a railway administration, or obliterates any of the letters or figures upon any such board or document, he shall be punished with fine which may extend to fifty rupees.

108. (1) If a passenger travels in a train without having a pass or ticket with him, or, being in or having alighted from a train, fails or refuses to present for examination or to deliver up his pass or ticket immediately on requisition being made therefor under section 69, he shall be liable to pay, on the demand of any railway servant appointed by the railway administration in this behalf, the penalty hereinafter in this section mentioned, in addition to the ordinary single fare for the distance which he has travelled or, where there is any doubt as to the station from which he started, the ordinary single fare from the station from which the train originally started, or, if the tickets of passengers travelling in the train have been examined since the original starting of the train, the ordinary single fare from the place where the tickets were examined or, in case of their having been examined more than once, were last examined.

(2) If a passenger travels or attempts to travel in or on a carriage, or by a train, of a higher class than that for which he has obtained a pass or purchased a ticket, or travels in or on a carriage beyond the place authorised by his pass or ticket, he shall be liable to pay, on the demand of any railway servant appointed by the railway administration in this behalf, the penalty hereinafter in this section mentioned, in addition to any difference between any fare paid by him and the fare payable in respect of such journey as he has made.

(3) The penalty referred to in sub-section (1) and sub-section (2) shall,—

(a) where the passenger has immediately after incurring the penalty and before being detected by a railway servant

notified to the railway servant in charge of the train the fact of the penalty having been incurred, be one rupee, two annas or eight annas, and

(b) in any other case, be six rupees, one rupee or three rupees, according as the passenger is travelling or has travelled or has attempted to travel in a carriage of the highest class or in a carriage of the lowest class or in a carriage of any other class or kind.

(4) If a passenger liable to pay the penalty and fare mentioned in sub-section (1), or the penalty and any difference of fare mentioned in sub-section (2), fails or refuses to pay the same on demand being made therefor under one or other of those sub-sections, as the case may be, he may, if in the train, be removed therefrom, and the sum payable by him shall, on application made to any Magistrate by any railway servant appointed by the railway administration in this behalf, be recovered by the Magistrate from the passenger as if it were a fine imposed on the passenger by the Magistrate and shall, as it is recovered, be paid to the railway administration.

109. If a person uses or attempts to use a pass or ticket on any day for which the pass or ticket is not available, or uses or attempts to use a Using time-expired or other improper pass or ticket. single pass or ticket which has already been used on a previous journey or, in the case of a return ticket, a half thereof which has already been so used, he shall be punished with fine which may extend to one hundred rupees, in addition to the amount of the single fare for any distance which he has travelled.

110. If a person sells or attempts to sell, or parts or attempts to part with the possession of, the return Transferring return half of return ticket. half of a return ticket in order to enable any other person to travel therewith, or purchases such half of a return ticket or travels or attempts to travel therewith, he shall be punished with fine which may extend to fifty rupees, in addition to the amount of the single fare for the return journey authorised by the ticket.

111. That portion of any fine imposed under either of the two last foregoing sections which represents the Disposal of fines under the two last foregoing sections. single fare therein mentioned shall, as the fine is recovered, be paid to the railway administration before any portion of the fine is credited to the Government.

112. If a passenger wilfully alters or defaces his pass or ticket so as to render the date, number or any material portion thereof illegible, Altering or defacing pass or ticket. he shall be punished with fine which may extend to fifty rupees.

113. If a person suffering from an infectious disorder enters or travels upon a railway in contravention of section 71, sub-section (2), he, and any person having charge of him upon the railway when he so entered or travelled thereon, shall be punished with fine which may extend to Being on railway with infectious disorder.

twenty rupees, in addition to the forfeiture of any fare which either of them may have paid, and of any pass or ticket which either of them may have obtained or purchased, and may be removed from the railway by any railway servant.

114. (1) If a passenger enters or leaves, or attempts to enter or leave, any carriage while the train is in motion, or elsewhere than at the side of the carriage adjoining the platform or other place appointed by the railway administration for passengers to enter or leave the carriage, he shall be punished with fine which may extend to twenty rupees.

(2) If a passenger, after being warned by a railway servant to desist, persists in travelling on the roof, steps or a footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers, he shall be punished with fine which may extend to fifty rupees and may be removed from the railway by any railway servant.

115. If a male person, knowing a carriage, compartment, room or other place to be reserved by a railway administration for the exclusive use of females, enters the place without lawful excuse, or, having entered it, remains therein after having been desired by any railway servant to leave it, he shall be punished with fine which may extend to one hundred rupees, in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed by any railway servant from the place and from the railway.

Drunkenness or nuisance 116. If a person in any railway carriage or upon any part of a railway—

- (a) is in a state of intoxication, or
- (b) commits any nuisance or act of indecency, or uses obscene or abusive language, or
- (c) wilfully and without lawful excuse interferes with the comfort of any passenger or extinguishes any lamp,

he shall be punished with fine which may extend to fifty rupees, in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed by any railway servant from the railway.

117. If a person wilfully obstructs or impedes any railway servant in the discharge of his duty, he shall be punished with fine which may extend to one hundred rupees.

Obstructing railway servant in his duty.

118. (1) If a person wilfully trespasses upon a railway he shall be punished with fine which may extend to twenty rupees.

Trespass and refusal to desist from trespass.

(2) If a person so trespassing refuses to leave the railway on being requested to do so by any railway servant, or by any other

person on behalf of the railway administration, he shall be punished with fine which may extend to fifty rupees, and may be removed from the railway by such servant or other person.

119. If a driver or conductor of a tramcar, omnibus, carriage or other vehicle while upon the premises of a railway disobeys the reasonable directions of any railway servant or police-officer, he shall be punished with fine which may extend to twenty rupees.

Disobedience of omnibus drivers to directions of railway servants.
Opening or not properly shutting gates.

120. In either of the following cases, namely :—

(a) if a person, knowing or having reason to believe, that an engine or train is approaching along a railway, opens any gate set up on either side of the railway across a road, or passes or attempts to pass, or drives or takes, or attempts to drive or take, any vehicle, animal or other thing across the railway,

(b) if, in the absence of a gatekeeper, a person omits to shut and fasten such a gate as aforesaid as soon as he and any vehicle, animal or other thing under his charge have passed through the gate,

the person shall be punished with fine which may extend to fifty rupees.

121. (1) The owner or person in charge of any cattle straying on a railway provided with fences suitable for the exclusion of cattle shall be punished with fine which may extend to five rupees for each head of cattle, in addition to any amount which may have been recovered or may be recoverable under the Cattle-trespass Act, 1871.

(2) If any cattle are wilfully driven, or knowingly permitted to be, on a railway provided with fences suitable for the exclusion of cattle, or are wilfully driven, or knowingly permitted to be, on a railway not so provided otherwise than for the purpose of lawfully crossing the railway at an authorised crossing or for any other lawful purpose, the person in charge of the cattle or, at the option of the railway administration, the owner of the cattle, shall be punished with fine which may extend to ten rupees for each head of cattle, in addition to any amount which may have been recovered or may be recoverable under the Cattle-trespass Act, 1871.

(3) Any fine imposed under this section may, if the Court so directs, be recovered in manner provided by section 25 of the Cattle-trespass Act, 1871.

(4) The expression "public road" in sections 11 and 26 of the Cattle-trespass Act, 1871, shall be deemed to include a railway, and any railway servant may exercise the powers conferred on officers of police by the former of those sections.

(5) If the Governor-General in Council has, by notification in the Gazette of India, declared, with respect to any railway, that it is provided with fences suitable for the exclusion of cattle, a Court shall, so long as the declaration remains uncanceled, presume the suitability for that purpose of the fences referred to in the declaration.

Maliciously wrecking or attempting to wreck a train. 122. If a person unlawfully and maliciously—

- (a) puts or throws upon or across any railway any wood, stone or other matter or thing, or
- (b) takes up, removes or displaces any rail, sleeper or other matter or thing belonging to any railway, or
- (c) turns, moves or diverts any points or other machinery belonging to any railway, or
- (d) makes or shows, or hides or removes, any signal or light upon or near to any railway, or
- (e) does or causes to be done any other matter or thing in relation to any railway,

with intent, or with knowledge that he is likely to endanger the safety of any person travelling or being upon the railway, he shall be punished with transportation for life or for any term not less than seven years, or with imprisonment for a term which may extend to two years.

123. If a person unlawfully and maliciously throws or causes to fall or strike at, against, into or upon any rolling-stock forming part of a train, travelling by railway, any wood, stone or other matter or thing with intent, or with knowledge that he is likely to endanger the safety of any person being in or upon such rolling-stock or in or upon any other rolling-stock forming part of the same train, he shall be punished with transportation for life or for any term not less than seven years, or with imprisonment for a term which may extend to two years.

124. If a person, by any unlawful act or by any wilful omission or neglect, endangers or causes to be endangered the safety of any person travelling or being upon any railway, or obstructs or causes to be obstructed any rolling-stock upon any railway, he shall be punished with imprisonment for a term which may extend to two years.

125. If a person rashly or negligently does any act, or omits to do what he is legally bound to do, and the act or omission is likely to endanger the safety of any person travelling or being upon a railway, he shall be punished with imprisonment for a term which may extend to one year, or with fine, or with both.

126. (1) If a minor under the age of twelve years is with respect to any railway guilty of any of the acts or omissions mentioned or referred to in any of the four last foregoing sections, he shall be deemed to have committed an offence, and the Court convicting him may, if it thinks fit, in addition to any punishment to which it may sentence the minor, require his father or guardian, within such time as the Court may fix, to execute a bond binding

himself, in such penalty as the Court directs, to prevent the minor from being again guilty of any of those acts or omissions.

(2) The amount of the bond, if forfeited, shall be recoverable by the Court as if it were a fine imposed by itself.

(3) If a father or guardian fails to execute a bond under sub-section (1) within the time fixed by the Court, he shall be punished with fine.

Procedure.

127. (1) If a person contravenes a general rule the breach whereof has been made punishable with fine under section 48, sub-section (2), or commits any offence mentioned in section 96, 97, 115, 116, 117, 122, 123, 124, 125, or 126, he may be arrested without warrant or other written authority by any railway servant or police-officer, or by any other person whom such servant or officer may call to his aid.

(2) A person so arrested shall, without unnecessary delay, be taken before a Magistrate having authority to try him or commit him for trial.

128. (1) If a person commits any offence under this Act other than an offence mentioned in the last foregoing section, or incurs any penalty or other liability under section 108, and there is reason to believe that he will abscond, or his name and address are unknown and he refuses on demand to give his name and address, or there is reason to believe that the name or address given by him is incorrect, any railway servant or police-officer, or any other person whom such railway servant or police-officer may call to his aid, may, without warrant or other written authority, arrest him and take him with all convenient despatch to the nearest police-station.

(2) When the person is taken to the police-station he shall with the least possible delay be taken before the nearest Magistrate having jurisdiction, unless his true name and address are ascertained, in which case he shall be released on his executing a bond for his appearance before a Magistrate when required.

129. No Magistrate other than a Presidency Magistrate or than a Magistrate whose powers are not less than those of a Magistrate of the second class shall try any offence under this Act.

130 (1) Any person committing any offence against this Act or any rule thereunder shall be triable for such offence in any place in which he may be found or which the Local Government may notify in this behalf, as well as in any other place in which he might be tried under any law for the time being in force.

(2) Every notification under sub-section (1) shall be published in the local official Gazette, and a copy thereof shall be exhibited for the information of the public in some conspicuous place at each of such railway stations as the Local Government may direct.

CHAPTER X.

SUPPLEMENTAL PROVISIONS.

131. Notwithstanding anything to the contrary in any enactment,
 Taxation of railways by or in any agreement or award based on
 local authorities. any enactment, the following rules shall
 regulate the levy of taxes in respect of
 railways and from railway administrations in aid of the funds of local
 authorities, namely ;—

(1) A railway administration shall not be liable to pay any tax in aid of the funds of any local authority unless the Governor General in Council has, by an order in writing, declared the railway administration to be liable to pay the tax.

(2) While an order made by the Governor General in Council under clause (1) of this section is in force, the railway administration shall be liable to pay to the local authority either the tax mentioned in the order or, in lieu thereof, such sum, if any, as an officer appointed in this behalf by the Governor General in Council may, having regard to all the circumstances of the case, from time to time determine to be fair and reasonable.

(3) The Governor General in Council may at any time revoke or vary an order under clause (1) of this section.

(4) Nothing in this section is to be construed as debarring any railway administration from entering into a contract with any local authority for the supply of water or light, or for the scavenging of railway premises, or for any other service which the local authority may be rendering or be prepared to render within any part of the local area under its control.

(5) "Local authority" in this section means a local authority as defined in the General Clauses Act, 1887, and includes any authority legally entitled to or entrusted with the control or management of any fund for the maintenance of watchmen or for the conservancy of a river.

132. (1) None of the rolling-stock, machinery, plants, tools, fittings, materials or effects used or provided by a railway administration for the purpose of the traffic on its railway, or of its stations or workshops, shall be liable to be taken in execution of any decree or order of any Court without the previous sanction of the Governor General in Council.

(2) Nothing in sub-section (1) is to be construed as affecting the authority of any Court to attach the earnings of a railway in execution of a decree or order.

Railway servants to be public servants for the purposes of Chapter IX. of the Indian Penal Code. 133. (1) Every railway servant shall be deemed to be a public servant for the purposes of Chapter IX. of the Indian Penal Code.

(2) In the definition of "legal remuneration" in section 161 of that Code the word "Government" shall, for the purposes of sub-section (1), be deemed to include any employer of a railway servant as such.

(3) A railway servant shall not—

- (a) purchase or bid for, either in person or by agent, in his own name or in that of another, or jointly or in shares with others, any property put up to auction under section 56 or section 57, or,
- (b) in contravention of any direction of the railway administration in this behalf, engaged in trade.

(4) Notwithstanding anything in section 21 of the Indian Penal Code, a railway servant shall not be deemed to be a public servant for any of the purposes of that Code except those mentioned in subsection (1).

134. If a railway servant is discharged or suspended from his office, or dies, absconds or absents himself, and he or his wife or widow, or any of his family or representatives, refuses or neglects, after notice in writing for that purpose, to deliver up to the railway administration, or to a person appointed by the railway administration in this behalf, any station, dwelling-house, office or other building, with its appurtenances, or any books, papers or other matters, belonging to the railway administration and in the possession or custody of such railway servant at the occurrence of any such event as aforesaid, any Magistrate may, on application made by or on behalf of the railway administration, order any police-officer, with proper assistance, to enter upon the building and remove any person found therein and take possession thereof, or to take possession of the books, papers or other matters, and to deliver the same to the railway administration or a person appointed by the railway administration in that behalf.

135. Any notice, determination, direction, requisition, appointment, expression of opinion, approval or sanction to be given or signified on the part of the Governor General in Council, for any of the purposes of, or in relation to, this Act, or any of the powers or provisions therein contained, shall be sufficient and binding if in writing signed by a Secretary, Deputy Secretary, Under-Secretary or Assistant Secretary to the Government of India, or by any other officer or servant authorised to act on behalf of the Governor General in Council in respect of the matters to which the same may relate, and the Governor General in Council shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in manner aforesaid.

136. Any notice or other document required or authorized by this Act to be served on a railway administration may be served, in the case of a railway administered by the Government or a Native State, on the Manager and, in the case of a railway administered by a railway company, on the Agent in India of the railway company—

- (a) by delivering the notice or other document to the Manager or Agent, or
- (b) by leaving it at his office, or

- (c) by forwarding it by post in a prepaid letter addressed to the Manager or Agent at his office and registered under Part III. of the Indian Post Office Act, 1866.

137. Any notice or other document required or authorized by this Act to be served on any person by a railway administration may be served—

- (a) by delivering it to the person, or
 (b) by leaving it at the usual or last known place of abode of the person, or
 (c) by forwarding it by post in a prepaid letter addressed to the person at his usual or last known place of abode and registered under Part III. of the Indian Post Office Act, 1866.

138. Where a notice or other document is served by post, it shall be deemed to have been served at the time when the letter containing it would be delivered in the ordinary course of post, and in proving such service it shall be sufficient to prove that the letter containing the notice or other document was properly addressed and registered.

139. (1) A rule under section 22, section 35 or section 83, or the cancellation, rescission or variation of a rule under any of those sections or under section 48, sub-section (4), shall not take effect until it has been published in the Gazette of India.

(2) Where any rule made under this Act, or the cancellation, rescission or variation of any such rule, is required by this Act to be published in the Gazette of India, it shall, besides being so published, be further notified to persons affected thereby in such manner as the Governor General in Council, by general or special order, directs.

(3) The Governor General in Council may cancel or vary any rule made by him under this Act.

140. (1) The Governor General in Council may, by notification in the Gazette of India, invest any Local Government with any of the powers or functions of the Governor General in Council under this Act with respect to any railway, and may, by that or a like notification, declare what Local Government shall, for the purposes of the exercise of powers or functions so conferred, be deemed to be the Local Government in respect of the railway.

(2) The provisions of section 135 with respect to proceedings of the Governor General in Council shall, so far as they can be made applicable, apply to proceedings of a Local Government exercising the powers or discharging the functions of the Governor General in Council in pursuance of a notification under sub-section (1).

141. (1) The Manager of a railway administered by the Government or a Native State, and the Agent in India of a railway administered by a railway company, may, by instrument in writing, authorise any railway servant or other person to act for or represent him in any proceeding before any Civil, Criminal or other Court.

(2) A person authorised by a Manager or Agent to conduct prosecutions on behalf of a railway administration shall, as regards the prosecutions, be deemed to be a Public Prosecutor for the purpose of section 495 of the Code of Criminal Procedure, 1882.

142. The Governor General in Council may, by notification in the Gazette of India, extend this Act or any portion thereof to any tramway worked by steam or other mechanical power.

143. The Governor General in Council may, by a like notification, exempt any railway from any of the provisions of this Act.

144. (1) For the purposes of section 3, sub-sections (4) and (5), and sections 4 to 19 (both inclusive), 48, 53, 61, 79, 82 to 85 (both inclusive), 90, 93, 96, 97, 99, 103, 107, 114, 118, 120 to 128 (both inclusive), 130 to 134 (both inclusive), 136, 137, 140, 141 and 143, the word "railway", whether it occurs alone or as a prefix to another word, has reference to a railway or portion of a railway under construction and to a railway or portion of a railway not used for the public carriage of passengers, animals or goods as well as to a railway falling within the definition of that word in section 3, sub-section (2).

(2) For the purposes of sections 82, 96, 97, 99, 117, 118, 121 and 133, sub-sections (1), (2) and (4), and section 134, the expression "railway servant" includes a person employed upon a railway in connection with the service thereof by a person fulfilling a contract with the railway administration.

THE FIRST SCHEDULE.

ENACTMENTS REPEALED.

(See section 2.)

Number and year.	Title.	Extent of repeal.
<i>Acts of the Governor General in Council.</i>		
III. of 1865.	Carriers Act, 1865.	Section 10.
IV. of 1879.	Indian Railway Act, 1879.	The whole.
IV. of 1883.	Indian Railway Act, 1883.	The whole.
XI. of 1886.	Indian Tramways Act, 1886.	Section 49.
<i>Act of the Lieutenant-Governor of Bengal in Council.</i>		
II. of 1882.	Bengal Embankment Act 1882.	Section 16, and in section 17 the proviso to the first paragraph of that section and the words "or railroad" wherever they occur.

THE SECOND SCHEDULE.

ARTICLES TO BE DECLARED AND INSURED.

(See section 75.)

- (a) gold and silver, coined or uncoined, manufactured or unmanufactured ;
- (b) plated articles ;
- (c) cloths and tissue and lace of which gold or silver forms part, not being the uniform or part of the uniform of an officer, soldier, sailor, police-officer or person enrolled as a volunteer under the Indian Volunteers Act, 1869, or of any public officer, British or foreign, entitled to wear uniform ;
- (d) precious stones, jewellery and trinkets ;
- (e) watches, clocks and timepieces of any description ;
- (f) Government securities ;
- (g) Government stamps ;
- (h) bills of exchange, hundies, promissory-notes, bank-notes and orders or other securities for payment of money ;
- (i) maps, writings and title-deeds ;
- (j) paintings, engravings, lithographs, photographs, carvings, sculpture and other works of art ;
- (k) art pottery and all articles made of glass, china or marble ;
- (l) silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials ;
- (m) shawls ;
- (n) lace and furs ;
- (o) opium ;
- (p) ivory, ebony and sandalwood ;
- (q) musk, sandalwood-oil and other essential oils used in the preparation of *itr* or other perfume ;
- (r) musical and scientific instruments.

BOMBAY CHAMBER OF COMMERCE, 13th October 1888.

The SECRETARY to the GOVERNMENT OF INDIA, Public Works Department (Railway), Simla.

SIR,—I am directed by the Committee of the Chamber, in response to the request conveyed in your letter No. 725, R. T., of the 14th July 1888, to submit for the information of Government their opinion upon the provisions of the Draft Bill to consolidate, amend and add to the law relating to Railways in India.

2. The Committee desire me to express the satisfaction with which they observe that the Bill recognises and provides for the leading objections taken by the Chamber to the draft Bill of 1884 by the omission of the special conditions then proposed for the transport of troops, the conveyance of the

mails, and the free carriage of maintenance stores for the Telegraph Department, and the additions to and emendations of the proposed enactment which the Committee have to suggest are accordingly, with two important exceptions, confined to matters of detail. These exceptions are, the omission from the Bill of any provision for the recognition of railway receipts as negotiable instruments similar in effect to bills of lading, as proposed by the Chamber in its representation to the Government of India of 10th November 1886; and the limitation of the responsibility of Railway Administrations as carriers in the manner defined by Section 72 of Chapter VII. Otherwise the main principles of the Bill, assuming that it is not the intention to disturb the terms of the Contracts under which existing railways have been constructed and are now working, meet with the entire approval of the Chamber. The institution of Railway Commissions, as provided for in Chapter V., my Committee consider is likely to be productive of the best results in practical working, and they also commend the sanction given under Chapter X., Section 141, to railway administrations to authorise any railway servant or other person to represent them in Court, as an extension of power the necessity of which has been frequently demonstrated.

3. In dealing with the proposal of the Chamber for giving to railway receipts the status of negotiable instruments carrying a title to property conveyed by railways similar to that conferred by bills of lading on goods transported by sea, the "Statement of Objects and Reasons" attached to the Bill says that "the proposal to give such effect to railway receipts has not been adopted in the Bill because railway administrations are understood to be averse to it, and it is not justified by existing legislation elsewhere." As to whether and for what reasons the majority of the railway administrations are averse to the proposed change of the law relating to railway receipts, the Committee are not in a position to speak, the latest information at their disposal being conveyed in the Government of India's letter to the Chamber dated 17th May 1887, when it was stated the question had been submitted to the Secretary of State for discussion with the Boards of Directors of the Indian railways. The representative of the G. I. P. Railway, however, expresses himself as strongly in favour of the Chamber's suggestion; and as the Chambers of Commerce of Bengal and Madras

have also supported it, the Committee would deprecate the omission of the provision regarding the altered power of railway receipts from the Bill, until opportunity has been afforded the Chamber of ascertaining the extent and character of the opposition. That the change is not justified by existing legislation elsewhere, is not, in the opinion of the Committee, sufficient ground for rejecting the amendment of the law in India, as the conditions of railway traffic in this country are admittedly widely different from those prevailing in England and Continental Europe. The length of time occupied in the transit of a large portion of the railway traffic in this country, renders some means of intermediate finance, as between interior markets and the sea board, absolutely essential to avoid restriction of trade, and it is impossible to imagine a better basis for it than the mode suggested by the Chamber, of giving to railway receipts the same power and effect as bills of lading. The legitimate rights of the consignor and consignee would thereby be effectually safeguarded, while the liabilities of the railway administrations would be immensely simplified and diminished. The mere fact of its being an innovation on the existing practice in other countries should not, the Committee respectfully submit, be allowed to stand in the way of the adoption of what the commercial community regard as a much needed reform.

4. Of equal, if not even greater, importance to the public than the question of the title to property, is the responsibility of railway administrations as carriers thereof, and the Committee before recording their views on that point deemed it advisable to obtain legal opinion as to the changes the provisions contained in Chapter VII. would effect in the existing law. Messrs. Craigie, Lynch and Owen, the Chamber's Solicitors, in answer to enquiries give such an exhaustive and comprehensive summary of the question that my Committee take the liberty of quoting it *in extenso*. They say :—

Before the passing of the Indian Contract Act IX. of 1872, Railway Companies in India were in respect of the carriage of goods subject to the common law of England, and, except in so far as their liability was limited by legislative enactment, or special contract, were in fact insurers of goods, and were liable for all loss, destruction or deterioration of such goods unless the same were caused by the act of God or the Queen's enemies. It was not until the year 1878, six years after the passing of the Indian Contract Act, that any doubt appears to

have been expressed as to this being the legal position of Railway Companies in India both before and after the passing of the Indian Contract Act. But at the end of 1878 the High Court of Bombay decided that "the English common law rule, under which common carriers are held liable as insurers of goods against all risks except the act of God or the King's enemies, is not now in force in India, and that in cases not met by the special provisions of the Act relating to railways and carriers, the liability of carriers for loss or damage to goods entrusted to them is prescribed by Sections 151 and 152 of the Indian Contract Act IX. of 1872." (*Cooverjee Toolsidas, v. the G. I. P. Railway Company*, I. L. R. 3 Bom. 109.)

Section 151 of the Indian Contract Act provides that "in all cases of bailment the bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would, under similar circumstances, take of his own goods of the same bulk, quality and value as the goods bailed."

And Section 152 of the same Act provides that the bailee, in the absence of any special Contract, is not responsible for the loss, destruction or deterioration of the thing bailed, if he has taken the amount of care of it described in Section 151.

In the year 1883, however, this decision of the Bombay High Court was expressly dissented by a Full Bench of the Calcutta High Court, who held that the common law of England regulating the responsibility of common carriers (in which category is included a railway company) was at the time of their judgment (1883) in force in this country and was unaffected by the provisions of the Indian Contract Act, and that (in effect) Sections 151 and 152 did not apply to Railway Companies, or at any rate that those sections have not relieved Railway Companies from their common law liability as insurers of goods.

1879 the Indian Legislature, acting as we presume upon the authority of the above mentioned decision of the Bombay High Court, introduced the present Indian Railway Act of 1879, which came into force on the 1st of July 1879, and is still in force. Section 10 of this Act is as follows, viz. :—"Every agreement purporting to limit the obligation or responsibility imposed on a carrier by railway by the Indian Contract Act, 1872, Sections 151 and 161, in the case of loss, destruction or deterioration of or damage to property shall, in so far as it purports to limit such obligation or responsibility, be void, unless—

- "(a) it is in writing signed by or on behalf of persons sending or delivering such property, and
- "(b) is otherwise in a form approved by the Governor-General in Council."

As will be seen from the dates above given, the Railway Act of 1879 was passed after the decision of the Bombay High Court, but before the decision of the Calcutta High Court. The Calcutta Court, however, held (in effect) that the Legislature was wrong in assuming, as they apparently had assumed in Section 10 of that Act, that the position of carriers by rail was that of a bailee as defined by Sections 151 and 152 of the Indian Contract Act, and held that the common law of England was still in force and was applicable to Railway Companies in India.

At the present moment, therefore, the public are in this position, *viz.*, that in a suit filed in the High Court of Calcutta against a railway company for loss or damage to goods consigned by such railway, the Calcutta Court would be bound to hold, in the absence of a special contract limiting the liability of the Railway Company, and except in certain cases provided for by the Railway Act of 1879, that the Company were liable for the loss or damage to such goods unless it were caused by the act of God or the Queen's enemies, whereas if the same suit were tried in one of the Bombay Courts, it would, following the Bombay decision, in all probability be held, in the absence of a special contract, that the Railway Company was not responsible, provided it had taken as much care of the goods as a man of ordinary prudence would, under similar circumstances, have taken of his own goods. The present Bill puts at rest all doubts as to whether Railway Companies are to be treated as common carriers, or as bailees under Chapter IX. of the Indian Contract Act, and in this respect no doubt the public will derive some advantage if the Bill in its present form becomes law; but on the other hand, if the Bill becomes law, the liability of a Railway Company for the loss or destruction of goods would be very seriously diminished from what it was prior to the passing of the Indian Contract Act and from what according to the above mentioned decision of the Full Bench of the High Court of Calcutta, it still is, notwithstanding the passing of that Act.

This alteration in the law, if it be an alteration, will not affect the right of a Railway Company to limit its liability for loss or damage to goods by special contract, inasmuch as whether Railway companies are still subject to the common law of England, or are subject to the Indian Contract Act, they can limit their liability by special contract, provided such contract is in a form approved by the Governor General in Council, and, as above stated, it is proposed that Railway Companies shall still be entitled to do this under Section 72 of the present Bill.

Where two such high authorities as the High Courts of Calcutta and Bombay have differed, we prefer not to express an opinion as to whether the common law of England does or does not still apply to Railway Companies in India, but we are at any rate free to state that in our opinion it is not desirable in the interests of the public in India that the liability of a Railway Company should be narrowed down to that defined by Chapter IX. of the Contract Act.

In India at the present time Railway Companies practically monopolise traffic, and the public are at their mercy so long as the Railway Companies act within the law, and as presently shown, the law now apparently allows them to enforce unreasonable contracts. The owner of goods must accept the terms of the Railway Company or not forward his goods. In England Railway Companies are comparatively independent of Government, and owing to competition are unable to enforce unreasonable contracts, yet in England their general liability is considerably greater than it would seem to be in India, where there is practically no competition, and no public opinion sufficiently powerful to affect their conduct.

If therefore the decision of the Calcutta High Court is correct, and

the common law of England is still applicable to Railway Companies in India, Section 72 of this Bill, if it becomes law, will undoubtedly effect a great change in the law, which change, we think, is quite unnecessary and opposed to public policy. But even if that decision is incorrect, and the common law of England no longer applies to Railway Companies in India, we still think that the opportunity afforded by the present Bill to protest against the liability of Railway Companies as carriers of goods being reduced to that of mere bailees under Chapter IX. of the Indian Contract Act, should be taken advantage of and that Government should be invited to reconsider the question.

Assuming, however, that the Government are determined to limit the liability of Railway Companies as carriers to that of bailees as defined by Chapter IX. of the Indian Contract Act, the next point to consider is whether in that event, Section 72 of the present Bill will afford reasonable protection to the owners of goods transmitted by rail. Now without seeing the forms of special contract approved by the Governor General in Council and referred to in this section, and without knowing to what classes of goods these forms are applicable, it is, we think, impossible for any one to express a satisfactory opinion on the above question. We have no hesitation, however, in saying that the section, as it now stands, is very far from necessarily affording a reasonable or sufficient protection to the owners of goods.

It might, no doubt, be urged that inasmuch as the Act provides that no special contract limiting the liability of the Railway Company shall be valid unless it is in a form approved by the Governor General in Council, the public have a sufficient guarantee that every such contract will be drawn up in a form which will afford reasonable protection to the public. But unfortunately experience shows that this is not the case, and that the provision in question would not necessarily be any protection whatever to the public.

In a case decided by the Full Bench of Calcutta High Court in March 1883, that is to say, after the passing of the present Railway Act of 1879, which, as above shown, contains a similar clause as to Railway Companies limiting their liability to special contracts approved by the Governor General in Council to that contained in the present Bill, it was proved that 12 canisters of ghee had been delivered to a Railway Company for carriage from Agra to Ahmedpore; that the plaintiff, before taking delivery, caused the canisters to be weighed, and found that there was a deficiency of 21½ seers, and seeing that one of the canisters had been cut open by a knife, caused these two facts to be noted on the back of the receipt given to the Company. The Railway Company in defending the action brought by the consignor for damages for the loss of the 21½ seers of ghee, pleaded the following special contract, or risk note, which had been signed by the plaintiff :—

“I hold the Railway Company harmless and free from all
 “responsibility in regard to any loss, destruction of or damage to
 “the said consignment from any cause whatever before, during,
 “and after transit over the said Railway or other Railway Lines
 “working in connection therewith.”

It was proved that this agreement was drawn up in the form approved by the Governor General in Council, under Section 10 of the

Railway Act of 1879. The High Court in passing judgment in favor of the Railway Company and against the plaintiff are reported to have said, "this Agreement which was signed by the Plaintiff is in a form approved by the Governor General in Council under Act IV., 1879, Section 10, and its terms leave us no alternative but to hold that in no case would the Railway Company be liable to account to the consignee for any loss from any cause whatever during the whole time that the goods were in their charge."

Now there is nothing in the present Bill, so far as we can see, which necessarily prevents the Governor General from approving, or the Company from requiring the owners of goods to sign, a contract in the above terms, and in default of the owner doing so there is nothing to prevent the Railway Company from refusing to carry their goods altogether. The effect of such a contract would, as above shown, be to relieve the Railway Company from all loss or damage to the goods, including even loss or damage caused by the wilful neglect or default of their own servants.

It seems to us therefore most desirable, either that the public should have a voice in the settlement of these forms of contract, or that some provision should be contained in the Bill similar to that contained in the Railway and Canal Traffic Act, 1854 (17 and 18 Vict., C. 31), which is the Act under which Railway Companies in England are authorised to limit by special contract their common law liability for loss or damage to goods.

Generally speaking, common carriers in England can contract themselves out of all liability by a special contract to that effect; but as regards Railway and Canal Companies it is otherwise, for it is provided by Section 7 of the last mentioned Act, that they "shall be liable for the loss of or an injury done to any articles, goods or things in the receiving, forwarding or delivery thereof, occasioned by the neglect or default of such Company or of its servants, notwithstanding any notice, conditions or declarations made and given by such Company contrary thereto, or in any wise limiting such liability."

And by the same section it is provided "that nothing therein contained shall be construed to prevent the said Companies from making such conditions with respect to the receiving, forwarding and delivering of any animals, articles, goods, or things as shall be adjudged by the Court or Judge before whom any question relating thereto shall be tried to be just and reasonable." Such conditions, however, must be reduced to writing and signed by the consignor or owner of the goods.

We believe that this section, which has of course frequently been discussed in English Law Courts, has been found to work very fairly, and we can see no sufficient reason why the law regarding these special contracts contained in this section of the Railway and Canal Traffic Act should not be applied to Railways in India. It seems to us that it would be fairer towards the public that the Railway Companies should be left free to make whatever special contracts they choose, provided the reasonableness or unreasonableness of every such special contract should, if the owner of the goods, so desired, be submitted and decided by a Court of Law, rather than that the Governor General in Council should be the sole judge of what is or is

not reasonable, and should be entitled to approve forms of contract, without consulting the owners of goods, which contracts the owners of goods must either sign, or be content not to send their goods.

Experience teaches us that contracts with Railway Companies both here and in England are frequently signed without the person signing having any clear knowledge of what he has signed, and this probably occurs oftener in India than in England. It is only when the loss or damage arises that the terms of the contract are looked at. The Government of India being so largely interested in the Railways of this country, it can hardly be expected that they would be entirely free from bias, or that they would not unintentionally favour the Railway Companies rather than the public in approving forms of special contracts, particularly as it may be assumed that both sides of the question would not be equally pressed upon their notice. On the other hand, a Court of Law must necessarily be impartial, and in deciding the liability of the parties, would have before it the facts as they had actually occurred in reference to the particular contract in question.

We can see no justification or reason for protecting a Railway Company from the direct consequence of their own acts, or those of their servants; and it has been frequently held in England, in reference to Section 7 of the Railway and Canal Traffic Act, above quoted, that where the terms of such special contracts are unconditional, and would, if valid, protect the Company even in the case of the wilful misconduct of the defendants' own servants, such contracts are void (*Ashendon v. L. B. & S. C. Railway*, L. R. 8. Ex. Div. 190). It has also been held by the highest authority in England that whenever, in order to bring a Railway Company within the protection of a special contract, it is necessary to construe it as excluding responsibility for losses occasioned by the Company's negligence and misconduct, the special contract is unreasonable and unjust, and *therefore void*, unless an option is given to the customer to have the goods carried on the ordinary terms at the ordinary rate (*Peck v. North Staff Ry. Coy.* L. R. 10 House of Lords Cases 473).

It might be urged that the above suggestion, if adopted, would tend to litigation, but admitting that this might be so, which we think is at least doubtful, the evil would be less than that of permitting a Railway Company to enforce an unreasonable contract, which, but for the saving clause in the Railway Act, would at once be held void by any Court of Law.

We would therefore beg to suggest that some amendment be made to Chapter VII. of this Bill which would prevent Railway Companies from contracting themselves out of the consequences of the wilful neglect or misconduct of themselves or their servants, and from making contracts which would prevent them from being held liable for loss, &c., to goods under all circumstances whatever.

5. These conclusions embody the precise views of the Committee who direct me to express the hope that Government will see fit to amend Chapter VII., Section 72, so as to afford more adequate protection to the owners of property entrusted to the Railways for transport, and more espe-

cially to provide against railway administrations being empowered to adopt special forms of contract which absolve them from all responsibility for loss, even when arising from the acts or negligence of their own servants.

The further suggestions which the Committee have to offer are dealt with in the order they occur in the Bill. Regarding the provisions of

- Chapter I.—Preliminary.
- „ II.—Inspection of Railways.
- „ IV.—Opening of Railways.
- „ VIII.—Accidents.
- „ IX.—Penalties and Offences.
- „ X.—Supplemental Provisions.

no criticism is called for.

Chapter III. Section 7, giving authority to railway administrations to execute all necessary works, appears, when read in conjunction with Section 14, to leave power in the hands of the railways in regard to aqueducts, roads, over-bridges, &c., now resting with the Bombay Municipality. If, as the Committee presume, the contracts with existing railways are not interfered with by the Bill, the relative powers of the Railways and the Municipality will remain undisturbed, but if not the powers which are now vested in the Municipality should be expressly reserved.

Section 8 should, the Committee submit, provide for railway administrations paying the cost of altering under the powers conferred the position of any gas or water pipe or drain, and local authorities should also be empowered under the same section to lay pipes or drains under or over existing railways, provided all due precautions are taken for the safety and proper working of the railways.

Section 11, Sub-section (2) *i i*.—To prevent railway administrations benefiting by a delay of their own causing, my Committee recommend the following addition should be made to this sub-section :—unless the railway administration be for their own convenience allowed to delay any works. In that case such delay shall not prejudice the right of the Governor General in Council to demand the execution of the works at a later date.

In Chapter V., on railway Commissions and Traffic Facilities, the Committee consider it would be advisable that

Section 28 (a) should be so worded as to render it perfectly clear whether it is open to any one, not belonging to or representative of either of the railway administrations concerned, and under (b c) whether it is in the power of either party without the concurrence of the other to compel a reference to commissioners.

Section 41, Sub-Section 4(b).—The Committee suggest that the latter portion of this clause should run as follows :—

Whether it agrees to the rate route *and apportionment*, and if it objects to *any of them* the grounds of the objection.

This would necessitate clause (d) being altered to read :—

If an objection to the rate route *or apportionment*, &c.

(h) The Committee, while approving of the adoption of this clause in future, assume that it will not authorize interference with railways now in working under previous contracts with Government.

Section 47, Sub-Section (2).—The time allowed for lodging applications for details of gross charges and for replying to same should be increased from a week to a month and from one to two months respectively. It is manifest that in the case of goods sent between distant points, say from Delhi to Bombay, it would be impossible for the consignee to exchange references with the consignor and lodge an application within a week. Nor in event of a consignment having travelled over the lines of several different Companies would a month be sufficient to make enquiries and obtain detailed replies from the various administrations.

CHAPTER VI.

Section 48, Sub-Section 1 (e).—The Committee consider that the general working rules for regulating the terms and conditions on which railway administrations should warehouse or retain goods at stations on behalf of consignees or owners, ought to contemplate at least two clear days being allowed to consignees to remove their goods from receipt of notice of their arrival.

Section 49.—It is suggested that the fourteenth line of this section should be altered to read :—

Safety or reasonable convenience of the public.

Section 52.—If no legal objection exists, it would seem advisable to delete the words *not being a Guaranteed Company* from this section, which, as it stands, appears to forbid Guaranteed Companies exercising the powers conferred on other administrations by the section.

Section 61, Sub-Section 5.—It appears to the Committee that with a view to enabling Railway authorities to adopt necessary precautions for the transport of explosives it would be desirable that provision should be made for Government giving the same notice of the nature of such goods as private consignors.

Section 71 calls for the addition of the words *or accompanied by a child suffering from any infectious disease*.

The Second Schedule (1).—The Committee beg leave to repeat the objection which they made in their report on the Draft Bill of 1884 against the inclusion in the list of articles to be declared and valued (under Section 75 of the present Bill) of silk wrought up with other materials. A considerable trade now exists and is likely to develop in mixed silk and wool and silk and cotton goods of low value which cannot afford to pay special insurance rates, and my Committee would accordingly advise the amendment of the clause so that it should read only “silks in a manufactured or unmanufactured state,” thus omitting mixed goods.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

No. 6283 OF 1888.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 20th November 1888.

FROM J. J. HEATON, Esq., Acting Under-Secretary to Government, Bombay, to the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 1951, dated the 27th ultimo, together with copy of a “Bill to consolidate, amend and add to the law relating to Railways in India,” with Statement of Objects and Reasons, and to request that you will move the Bombay Chamber of Commerce to favour Government with its opinion on the provisions of the Bill.

2. I am to request that a reply may be sent to this letter before the 15th proximo.—I have, &c.,

J. J. HEATON,
Acting Under-Secretary to Government.

No. 1951.

SIMLA, 27th October 1888.

From S. HARVEY JAMES, Esq., Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to the GOVERNMENT OF BOMBAY.

SIR,—I am directed to forward herewith twenty copies of the papers, noted on the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Hon'ble the Judges of the High Court and of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

2. I am also to request that the Bill and Statement may be published in the Bombay Government Gazette in English, and in such other languages as the Governor in Council may deem proper, and that the dates of publication of both may be communicated in your reply.

3. The reply to this letter should be sent in by the 1st January 1889.—I have, &c.,

S. HARVEY JAMES,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 29th November 1888.

To the SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 6283 of the 20th instant, covering copy of a letter from the Secretary to the Government of India, together with a copy of a "Bill to consolidate, amend and add to the law relating to Railways in India," on which Government desires the opinion of the Chamber.

2. In reply, I am directed to inform you that a copy of the Bill in question having been received direct from the Government of India, Public Works Department, Railway Traffic, with a request for opinion, the Chamber, having considered the Bill in Special Committee, reported their opinion on its provisions direct to the Public Works Department of the Government of India; and I have now, by direction of the Committee, to wait upon you with thirty copies, of that report.—I have, &c.,

JOHN MARSHALL, Secretary.

RAILWAY RECEIPTS.

No. 1169 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, 1st November 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of Government of India, Public Works Department, letter No. 557 R. T., dated the 17th May 1887, and with reference to the suggestions in your letter dated 13th October 1888, I am directed to inform you that the question of placing railway receipts on the same footing as bills of lading will shortly be discussed in the Legislative Council of His Excellency the Governor General, and the action taken will be published in the proceedings of the Council.—I have, &c.,

G. F. WILSON, Captain, R.E.,
Assistant Secretary.

No. 869 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 26th November 1888.

JOHN MARSHALL, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—The question of the conferring on railway receipts the value of bills of lading will come up for discussion before the Legislative Council of India at its ensuing Calcutta Sessions. This Chamber has been asked to submit its views through the Government of Bengal not later than December 15th.

I have in consequence wired to you this morning as follows :—

Telegram begins—"Kindly send copies of papers showing what steps you have taken in the matter of railway receipts as bills of lading since your letter of 10th November 1886."
—telegram ends.

You will doubtless remember that the Bombay Chamber originated this question, and that its action was supported by this Chamber.

It seems desirable therefore, before the Bengal Chamber again deals with the subject, that it should be in possession of information showing what further steps, if any, the Bombay mercantile community have taken since the question was first mooted.

If you can send me any papers relating to this matter, in triplicate, I shall be glad to send a set to the Hon'ble R. Steel, and to Rajah Doorga Charan Law, members of the Council. Rajah Doorga Charan Law is the senior member of the large native house of Messrs. Prawn Kissen Law & Co., dealers in Manchester goods.—Yours, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th Nov.* 1888.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I have to acknowledge the receipt of your telegram of yesterday's date, and by direction of my Committee I beg to hand you copies of correspondence which has passed between this Chamber and the Government of India on the subject of railway receipts, since 10th November 1886.

Since the matter first engaged the attention of this Chamber nothing has occurred to lessen the importance of the legislation suggested, and my Committee trust that you will see your way to vigorously support the suggestions of this Chamber both as regards railway receipts being made negotiable instruments and the view which this Chamber has enunciated regarding the responsibility of railway administrations as public carriers.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *1st Dec.* 1888.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, No. 869 of the 26th ultimo, on the question of railway receipts being placed on the same footing as bills of lading.

In response to the request contained in your telegram of 26th idem, I transmitted to you copies of the correspondence which had passed on the subject since 10th November 1886; and by direction of my Committee I now beg to wait upon you with two additional copies of each of the papers to which my letter of the 27th ultimo gave cover.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 902 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *15th December* 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—The Committee of this Chamber will be glad if you will convey to the Committee of the Bombay Chamber of Commerce their sense of the courtesy evinced in your letter of 1st December forwarding spare copies of the correspondence on railway receipts as bills of lading.—Yours, &c.,

S. E. J. CLARKE, Secretary.

APPENDIX C.

MERCHANDISE MARKS BILL.

No. 82 of 1888.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 11th January 1888.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of the letters from the Government of India, Nos. 1847 and 2185, dated respectively 19th August and 31st October 1887, together with copy of the "Merchandise Marks Act, 1887," therein referred to, and to request that you will be good enough to favour Government with the views of the Chamber on the proposals of the Government of India (1) to undertake special legislation with a view to providing an effective check against the practice of marking false lengths on cloth goods, and (2) to adopt in any such legislation, if undertaken, the provisions in regard to false "trade descriptions" contained in the accompanying English Act.

The favour of an early reply is requested.—I have, &c.,

J. DE C. ATKINS,

Under-Secretary to Government.

No. 82
1847.

Home Department.

Public.

SIMLA, 19th August 1887.

From A. P. MACDONNELL, Esq., Secretary to the Government of India, to

SIR,—In the papers referred to in the margin, representations are

Memorial from the Bengal Chamber of Commerce, dated 26th November 1886.

Letter from the Chamber of Commerce, Bombay, to the Legislative Department, dated 16th November 1886.

Petition from the Chamber of Commerce, Karachi, dated 7th December 1886.

Letter from the Chamber of Commerce, Madras, to the Legislative Department, dated 8th December 1886.

Petition from the Rangoon Chamber of Commerce, dated 4th December 1886.

made by the various Chambers of Commerce that the English standard yard may be declared by law to be the standard measure of length for British India. Although the object of the several Chambers of Commerce is the same, the terms of their requests are not identical. The Bengal and Rangoon Chambers base their request on the general ground that it is anomalous that there should be no legal standard of length in India while there is one in the United Kingdom, and that the absence of such a standard causes, in their opinion, "difficulties in the working of the piece-goods trade

of the country." The Karachi Chamber's petition is in similar general terms, the main ground upon which its petition is based being that "in the working of the piece-goods trade of this country, a standard of length is essentially necessary for the protection and convenience of the same." But the Bombay and Madras Chambers enter more into particulars and urge the fixing of a legal standard of length on the ground that, under the existing law, the marking of false lengths on cloth goods is not punishable.

2. The Indian Penal Code, Chapter XIII., provides for the punishment of offences relating to measures of length. Any one who fraudulently uses "any false measure of length" or fraudulently uses "any measure of length," as a different measure from what it is, is punishable under section 265. By section 266 any one in possession of "any measure of length which he knows to be false, intending that the same may be fraudulently used," is punishable, and section 267 makes it an offence for a person to make, sell, or dispose of "any measure of length which he knows to be false in order that the same may be used as true, or knowing that the same is likely be used as true."

In order to support a prosecution under the sections of the Indian Penal Code quoted, the essential point to be proved is the intention of the seller in using the measure, and this must obviously be a matter of extreme difficulty so long as there is no standard of measurement prescribed by law. Assuming that the yard, which is defined in 41 and 42 Vic., cap. 49, as a measure of 36 inches, is held to be equivalent to the term *gaz* as used in the native bazaars (the *gaz* being, as stated in Wilson's Glossary of Indian Terms, a measure varying from 18 to 58 inches), it is clear that a very wide door is left open for the escape of fraudulent dealers.

3. To obviate this in the Presidency towns, Act XLVIII. of 1860, which became law in the same year as the Indian Penal Code, provided in section 17 that "measures shall be held to be false when they do not agree with standards to be kept in the office of the Commissioner of Police" in Calcutta and Madras, "and in Bombay when they do not agree with the standards to be kept in the office of the Commissioner of Police and the Clerk of the Markets." This law has been superseded in Calcutta by section 55 of Bengal Act IV. of 1866, which provides that "the Commissioner of Police shall keep in his office standard measures, and measures shall be held to be false when they do not agree with such standards." In Madras the present law is contained in section 44 of Madras Act VIII. of 1867, which enacts that "where any person is charged before a Police Magistrate with having committed any of the offences described in Chapter XIII. of the Indian Penal Code, the measures which form the subject-matter of the charge shall be held to be false unless they agree with standards to be kept in the office of the Commissioner of Police." In Bombay it is provided by section 1 of Bombay Act IV. of 1882, that "the Presidency Magistrates shall keep standards of such measures as are in use in the Presidency town," but there is no provision that measures which do not agree with the standards shall be held to be false. As regards the Bombay Presidency generally, Regulations XII. of 1887, section 20, provides that "the Magistrate shall keep standards of such measures as are used in retail dealings"

throughout the districts under his charge. No similar Regulation appears to be in force in other Provinces. The defect of the existing legislation just referred to is that, although standards have to be kept, there is no provision as to how these standards are to be fixed or their correctness guaranteed. An attempt was made to fix a standard by Act XI. of 1870, which adopted the French metre as the unit for measures of length, but the Act was disallowed by the Secretary of State and superseded by Act XXXI. of 1871, which relates only to weights and measures of capacity.

4. With regard to the present proposals of the Chambers of Commerce, that the English standard yard of 36 inches should be adopted as the standard of length for British India, the report of the Committee appointed to revise the system of weights and measures for British India, presented in 1868, stated in paragraph 6: "With reference to measures of length, the English yard, foot, and inch appear to be now used generally throughout British India;" and in paragraph 41 it added: "In linear measure the Department of Public Works has done much to introduce our scale. The English yard has partially superseded the ever-varying *gaz* of the native dynasties throughout India. In all parts of the country native carpenters now use the English foot and inch, and hawkers sell their cloth by the English yard." It appears to the Government of India probable that in the time which has elapsed since these observations were made English measures of length have become even better known, and that there are grounds for accepting the statement of the Bombay Chamber of Commerce that the English yard, with its sub-divisions of feet and inches, is now so generally known and used throughout the country that it forms by far the most convenient length for general adoption.

5. The Government of India is, therefore, inclined to think that it would be desirable to fix a standard of length for British India, and, further, that the unit to be fixed should be the yard of 36 inches. The proposals of the Chambers of Commerce of Madras and Bombay, go, however, further than this. They urge that the varying length of the yard or *gaz* used in the different markets in India has led to the marking on cotton goods of figures which do not rightly represent the number of English yards contained in the piece, and the practice is thus explained in the speech of the President of the Bengal Chamber of Commerce at the annual meeting of the Chamber held on 25th March 1887:—"A trader requiring goods for the Cawnpore market, where the reputed yard is of 34 inches (English), only requires $35\frac{1}{2}$ yards (English) to enable him to deliver to his buyers in Cawnpore $37\frac{1}{2}$ yards according to the local standard; and if he has the piece of cloth of $35\frac{1}{2}$ English yards intended for Cawnpore marked $37\frac{1}{2}$ yards, he delivers to his buyer what the buyer in turn can in retailing sell as $37\frac{1}{2}$ Cawnpore yards. Of course the manufacturer at home can sell the shorter length for less money than the market price of the proper standard length, and thence, it is said, among certain traders a system of fraud has sprung up, and short-length goods marked $37\frac{1}{2}$ yards are sold all over the country, even where the English yard is in use, and the retail dealer buying on the faith of the English mark stamped on the piece finds himself defrauded of the difference."

The Governor General in Council fears that the adoption of a uniform standard of length for all India would not of itself provide a remedy for the evil described in the above extract. The mere marking a false length on a bale of cloth goods is not punishable under the existing law in India; and in England, where a legal standard is in existence, the same sort of fraud is practised, because there is nothing in the Weights and Measures Act, 1878 (41 and 42 Vic., cap. 49), which declares the mere marking of goods with a false length to be penal. The difficulty in England has led to the introduction of three Bills on the subject, now before the House of Commons.

6. Before giving the subject further consideration, the Governor General in Council desires to be informed what are the standard measures of length kept at the Presidency towns under the enactments above referred to, and to be favoured with an expression of views of on the whole matter discussed in this letter. In the event of it being decided to undertake legislation on the subject, His Excellency in Council is advised that the provisions in regard to false "trade descriptions" in the English "Bill to consolidate and amend the law relating to fraudulent marks on merchandise" annexed to this letter, which has been promoted by the Board of Trade, might with advantage be adopted, and Local Governments and Administrations are invited to favour the Government of India with an expression of their opinions on this point—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

No. 115.

Home Department:
Public.

SIMLA, 31st October 1887.

From A. P. MACDONNELL, Esq., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—In continuation of Home Department Circular No. 1816³² 58, dated the 19th August 1887, on the subject of fixing a standard of length for British India, I am directed to say that the Bill to consolidate and amend the law relating to fraudulent marks on merchandise, forwarded therewith, has been passed into law as the "Merchandise Marks Act, 1887 (50 and 51 Victoria, Chapter 28)." In enclosing a copy of the Act in question, I am to request that it may be considered in place of the Bill.—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

MERCHANDISE MARKS ACT, 1887,

(50 and 51 Vict., Ch. 28).

AN ACT TO CONSOLIDATE AND AMEND THE LAW RELATING
TO FRAUDULENT MARKS ON MERCHANDISE.

[23RD AUGUST 1887.]

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lord Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1. This Act may be cited as the Merchandise Marks Act, 1887.

2. (1.) Every person who—

- (a) forges any trade mark ; or
- (b) falsely applies to goods any trade mark or any mark so nearly resembling a trade mark as to be calculated to deceive ; or
- (c) makes any die, block, machine, or other instrument for the purpose of forging, or of being used for forging, a trade mark ; or
- (d) applies any false trade description to goods ; or
- (e) disposes of or has in his possession any die, block, machine, or other instrument for the purpose of forging a trade mark ; or
- (f) causes any of the things above in this section mentioned to be done,

shall, subject to the provisions of this Act, and unless he proves that he acted without intent to defraud, be guilty of an offence against this Act.

(2.) Every person who sells, or exposes for, or has in his possession for, sale, or any purpose of trade or manufacture, any goods or things to which any forged trade mark or false trade description is applied, or to which any trade mark or mark so nearly resembling a trade mark as to be calculated to deceive is falsely applied, as the case may be, shall, unless he proves—

- (a) That having taken all reasonable precautions against committing an offence against this Act, he had at the time of the commission of the alleged offence no reason to suspect the genuineness of the trade mark, mark, or trade description ; and
 - (b) That on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons from whom he obtained such goods or things ; or
 - (c) That otherwise he had acted innocently ; be guilty of an offence against this Act.
- (3.) Every person guilty of an offence against this Act shall be liable
- (i) on conviction on indictment, to imprisonment, with or without

hard labour, for a term not exceeding two years, or to fine, or to both imprisonment and fine ; and

- (ii) on summary conviction, to imprisonment, with or without hard labour, for a term not exceeding four months, or to a fine not exceeding twenty pounds, and in the case of a second or subsequent conviction to imprisonment, with or without hard labour, for a term not exceeding six months, or to a fine not exceeding fifty pounds ; and
- (iii) in any case, to forfeit to Her Majesty every chattel, article, instrument, or thing by means of or in relation to which the offence has been committed.

(4.) The Court before whom any person is convicted under this section may order any forfeited articles to be destroyed or otherwise disposed of as the court thinks fit.

(5.) If any person feels aggrieved by any conviction made by a court of summary jurisdiction, he may appeal therefrom to a court of quarter sessions.

(6.) Any offence for which a person is under this Act liable to punishment on summary conviction may be prosecuted, and any articles liable to be forfeited under this Act by a court of summary jurisdiction may be forfeited, in manner provided by the Summary Jurisdiction Acts : Provided that a person charged with an offence under this section before a court of summary jurisdiction shall, on appearing before the court, and before the charge is gone into, be informed of his right to be tried on indictment, and if he requires be so tried accordingly.

3. (1.) For the purposes of this Act—

The expression “ trade mark ” means a trade mark registered in the register of trade marks kept under the Patents, Designs, and Trade Marks Act, 1883, and includes any trade mark which, either with or without registration, is protected by law in any British possession or foreign State to which the provisions of the one hundred and third section of the Patents, Designs, and Trade Marks Act, 1883, are, under Order in Council, for the time being applicable :

The expression “ trade description ” means any description, statement, or other indication, direct or indirect.

- (a) as to the number, quantity, measure, gauge, or weight of any goods, or
- (b) as to the place or country in which any goods were made or produced, or
- (c) as to the mode of manufacturing or producing any goods, or
- (d) as to the material of which any goods are composed, or
- (e) as to any goods being the subject of an existing patent, privilege, or copyright,

and the use of any figure, word, or mark which, according to the custom of the trade, is commonly taken to be an indication of any

of the above matters, shall be deemed to be a trade description within the meaning of this Act ;

The expression " false trade description " means a trade description which is false in a material respect as regards the goods to which it is applied, and includes every alteration of a trade description, whether by way of addition, effacement, or otherwise, where that alteration makes the description false in a material respect, and the fact that a trade description is a trade mark, or part of a trade mark, shall not prevent such trade description being a false trade description within the meaning of this Act ;

The expression " goods " means anything which is the subject of trade, manufacture, or merchandise ;

The expressions " person," " manufacturer, dealer, or trader," and " proprietor " include any body of persons corporate or unincorporate :

The expression " name " includes any abbreviation of a name.

(2.) The provisions of this Act respecting the application of a false trade description to goods shall extend to the application to goods of any such figures, words, or marks, or arrangement or combination thereof, whether including a trade mark or not, as are reasonably calculated to lead persons to believe that the goods are the manufacture or merchandise of some person other than the person whose manufacture or merchandise they really are.

(3.) The provisions of this Act respecting the application of a false trade description to goods, or respecting goods to which a false trade description is applied, shall extend to the application to goods of any false name or initials of a person, and to goods with the false name or initials of a person applied, in like manner as if such name or initials were a trade description, and for the purpose of this enactment the expression false name or initials means as applied to any goods, any name or initials of a person which—

- (a) are not a trade mark, or part of a trade mark, and
- (b) are identical with, or a colourable imitation of the name or initials of a person carrying on business in connexion with goods of the same description, and not having authorised the use of such name or initials, and
- (c) are either those of a fictitious person or of some person not *bona fide* carrying on business in connexion with such goods.

4. A person shall be deemed to forge a trade mark who either—

- (a) without the assent of the proprietor of the trade mark makes that trade mark or a mark so nearly resembling that trade mark as to be calculated to deceive ; or
- (b) falsifies any genuine trade mark, whether by alteration, addition, effacement, or otherwise ; and any trade mark or mark so made or falsified is in this Act referred to as a forged trade mark.

Provided that in any prosecution for forging a trade mark the burden of proving the assent of the proprietor shall lie on the defendant.

5. (1.) A person shall be deemed to apply a trade mark or mark or trade description to goods who—

- (a) applies it to the goods themselves ; or
- (b) applies it to any covering, label, reel, or other thing in or with which the goods are sold or exposed or had in possession for any purpose of sale, trade, or manufacture ; or
- (c) places, encloses, or annexes any goods which are sold or exposed or had in possession for any purpose of sale, trade, or manufacture, in, with, or to any covering, label, reel, or other thing to which a trade mark or trade description has been applied ; or
- (d) uses a trade mark or mark or trade description in any manner calculated to lead to the belief that the goods in connexion with which it is used are designated or described by that trade mark or mark or trade description.

(2.) The expression “ covering ” includes any stopper, cask, bottle, vessel, box, cover, capsule, case, frame, or wrapper ; and the expression “ label ” includes any band or ticket.

A trade mark, or mark, or trade description, shall be deemed to be applied whether it is woven, impressed, or otherwise worked into, or annexed, or affixed to the goods, or to any covering, label, reel, or other thing.

(3.) A person shall be deemed to falsely apply to goods a trade mark or mark, who without the assent of the proprietor of a trade mark applies such trade mark, or a mark so nearly resembling it as to be calculated to deceive, but in any prosecution for falsely applying a trade mark or mark to goods the burden of proving the assent of the proprietor shall lie on the defendant.

6. Where a defendant is charged with making any die, block, machine, or other instrument for the purpose of forging, or being used for forging, a trade mark, or with falsely applying to goods any trade mark or any mark so nearly resembling a trade mark as to be calculated to deceive, or with applying to goods any false trade description, or causing any of the things in this section mentioned to be done, and proves—

- (a) That in the ordinary course of his business he is employed, on behalf of other persons, to make dies, blocks, machines, or other instruments for making, or being used in making, trade marks, or as the case may be, to apply marks or descriptions to goods, and that in the case which is the subject of the charge he was so employed by some person resident in the United Kingdom, and was not interested in the goods by way of profit or commission dependent on the sale of such goods ; and
- (b) That he took reasonable precautions against committing the offence charged ; and

- (c) That he had, at the time of the commission of the alleged offence, no reason to suspect the genuineness of the trade mark, mark, or trade description ; and
- (d) That he gave to the prosecutor all the information in his power with respect to the persons on whose behalf the trade mark, mark, or description was applied—

he shall be discharged from the prosecution, but shall be liable to pay the costs incurred by the prosecutor, unless he has given due notice to him that he will rely on the above defence.

7. Where a watch case has thereon any words or marks which constitute, or are by common repute considered as constituting, a description of the country in which the watch was made, and the watch bears no description of the country where it was made, those words or marks shall *prima facie* be deemed to be a description of that country within the meaning of this Act, and the provisions of this Act with respect to goods to which a false trade description has been applied, and with respect to selling or exposing for or having in possession for sale, or any purpose of trade or manufacture, goods with a false trade description, shall apply accordingly, and for the purposes of this section the expression "watch" means all that portion of a watch which is not the watch case.

8. (1.) Every person who after the date fixed by Order in Council sends or brings a watch case, whether imported or not, to any assay office in the United Kingdom for the purpose of being assayed, stamped, or marked, shall make a declaration declaring in what country or place the case was made. If it appears by such declaration that the watch case was made in some country or place out of the United Kingdom, the assay office shall place on the case such a mark (differing from the mark placed by the office on a watch case made in the United Kingdom), and in such a mode as may be from time to time directed by Order in Council.

(2.) The declaration may be made before any officer of an assay office, appointed in that behalf by the office (which officer is hereby authorised to administer such a declaration), or before a justice of the peace, or a commissioner having power to administer oaths in the Supreme Court of Judicature in England or Ireland, or in the Court of Session in Scotland, and shall be in such form as may be from time to time directed by Order in Council.

(3.) Every person who makes a false declaration for the purposes of this section shall be liable, on conviction on indictment, to the penalties of perjury, and on summary conviction to a fine not exceeding twenty pounds for each offence.

9. In any indictment, pleading, proceeding, or document, in which any trade mark or forged trade mark is intended to be mentioned, it shall be sufficient, without further description and without any copy or facsimile, to state that trade mark or forged trade mark to be a trade mark or forged trade mark.

10. In any prosecution for an offence against this Act,—

(1.) A defendant, and his wife or her husband, as the case may be, may, if the defendant thinks fit, be called as a witness, and, if called,

shall be sworn and examined, and may be cross-examined and re-examined in like manner as any other witness.

(2.) In the case of imported goods evidence of the port of shipment shall be *prima facie* evidence of the place or country in which the goods were made or produced.

11. Any person who, being within the United Kingdom, procures counsels, aids, abets, or is accessory to the commission, without the United Kingdom, of any act, which, if committed in the United Kingdom, would under this Act be a misdemeanour, shall be guilty of that misdemeanour as a principal, and be liable to be indicted, proceeded against, tried, and convicted in any county or place in the United Kingdom in which he may be, as if the misdemeanour had been there committed.

12. (1.) Where, upon information of an offence against this Act a justice has issued either a summons requiring the defendant charged by such information to appear to answer to the same, or a warrant for the arrest of such defendant, and either the said justice on or after issuing the summons or warrant, or any other justice, is satisfied by information on oath that there is reasonable cause to suspect that any goods or things by means of or in relation to which such offence has been committed are in any house or premises of the defendant, or otherwise in his possession or under his control in any place, such justice may issue a warrant under his hand by virtue of which it shall be lawful for any constable named or referred to in the warrant, to enter such house, premises, or place at any reasonable time by day, and to search there for and seize and take away those goods or things; and any goods or things seized under any such warrant shall be brought before a court of summary jurisdiction for the purpose of its being determined whether the same are or are not liable to forfeiture under this Act.

(2.) If the owner of any goods or things which, if the owner therefore had been convicted, would be liable to forfeiture under this Act, is unknown or cannot be found, an information or complaint may be laid for the purpose only of enforcing such forfeiture, and a court of summary jurisdiction may cause notice to be advertised stating that, unless cause is shown to the contrary at the time and place named in the notice, such goods or things will be forfeited, and at such time and place the court, unless the owner or any person on his behalf, or other person interested in the goods or things, shows cause to the contrary, may order such goods or things or any of them to be forfeited.

(3.) Any goods or things forfeited under this section, or under any other provision of this Act, may be destroyed or otherwise disposed of, in such manner as the court by which the same are forfeited may direct, and the court may, out of any proceeds which may be realised by the disposition of such goods (all trade marks and trade descriptions being first obliterated), award to any innocent party any loss he may have innocently sustained in dealing with such goods.

13. The Act of the session of the twenty-second and twenty-third years of the reign of Her present Majesty, chapter seventeen, intitled "an Act to prevent vexatious indictments for certain misdemeanours," shall apply to any offence punishable on indictment

under this Act, in like manner as if such offence were one of the offences specified in section one of that Act, but this section shall not apply to Scotland.

14. On any prosecution under this Act, the court may order costs to be paid to the defendant by the prosecutor, or to the prosecutor by the defendant, having regard to the information given by and the conduct of the defendant and prosecutor respectively.

15. No prosecution for an offence against this Act shall be commenced after the expiration of three years next after the commission of the offence, or one year next after the first discovery thereof by the prosecutor, whichever expiration first happens.

16. Whereas it is expedient to make further provision for prohibiting the importation of goods which, if sold, would be liable to forfeiture under this Act; be it therefore enacted as follows:

(1.) All such goods, and also all goods of foreign manufacture bearing any name or trade mark being or purporting to be the name or trade mark of any manufacturer, dealer, or trader in the United Kingdom, unless such name or trade mark is accompanied by a definite indication of the country in which the goods were made or produced, are hereby prohibited to be imported into the United Kingdom, and, subject to the provisions of this section, shall be included among goods prohibited to be imported as if they were specified in section forty-two of the Customs Consolidation Act, 1876.

(2.) Before detaining any such goods, or taking any further proceedings with a view to the forfeiture thereof under the law relating to the Customs, the Commissioners of Customs may require the regulations under this section, whether as to information, security, conditions, or other matters, to be complied with, and may satisfy themselves in accordance with those regulations that the goods are such as are prohibited by this section to be imported.

(3.) The Commissioners of Customs may from time to time make, revoke and vary, regulations, either general or special, respecting the detention and forfeiture of goods the importation of which is prohibited by this section, and the conditions, if any, to be fulfilled before such detention and forfeiture, and may by such regulations determine the information, notices, and security to be given, and the evidence requisite for any of the purposes of this section, and the mode of verification of such evidence.

(4.) Where there is on any goods a name which is identical with or a colourable imitation of the name of a place in the United Kingdom, that name, unless accompanied by the name of the country in which such place is situate, shall be treated for the purposes of this section as if it were the name of a place in the United Kingdom.

(5.) Such regulations may apply to all goods the importation of which is prohibited by this section, or different regulations may be made respecting different classes of such goods or of offences in relation to such goods.

(6.) The Commissioners of Customs, in making and in administering the regulations, and generally in the administration of this

section, whether in the exercise of any discretion or opinion, or otherwise, shall act under the control of the Commissioners of Her Majesty's Treasury.

(7.) The regulations may provide for the informant reimbursing the Commissioners of Customs all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention.

(8.) All regulations under this section shall be published in the "London Gazette" and in the "Board of Trade Journal."

(9.) This section shall have effect as if it were part of the Customs Consolidation Act, 1876, and shall accordingly apply to the Isle of Man as if it were part of the United Kingdom.

(10.) Section two of the Revenue Act, 1883, shall be repealed as from a day fixed by regulations under this section, not being later than the first day of January one thousand eight hundred and eighty-eight, without prejudice to anything done or suffered thereunder.

17. On the sale or in the contract for the sale of any goods to which a trade mark, or mark, or trade description has been applied, the vendor shall be deemed to warrant that the mark is a genuine trade mark and not forged or falsely applied, or that the trade description is not a false trade description within the meaning of this Act, unless the contrary is expressed in some writing signed by or on behalf of the vendor and delivered at the time of the sale or contract to and accepted by the vendee.

18. Where, at the passing of this Act, a trade description is lawfully and generally applied to goods of a particular class, or manufactured by a particular method, to indicate the particular class or method of manufacture of such goods, the provisions of this Act, with respect to false trade descriptions, shall not apply to such trade description when so applied: Provided that where such trade description includes the name of a place or country, and is calculated to mislead as to the place or country where the goods to which it is applied were actually made or produced, and the goods are not actually made or produced in that place or country, this section shall not apply unless there is added to the trade description, immediately before or after the name of that place or country, in an equally conspicuous manner, with that name, the name of the place or country in which the goods were actually made or produced with a statement that they were made or produced there.

19. (1.) This Act shall not exempt any person from any action, suit, or other proceeding which might, but for the provisions of this Act, be brought against him.

(2.) Nothing in this Act shall entitle any person to refuse to make a complete discovery, or to answer any question or interrogatory in any action, but such discovery or answer shall not be admissible in evidence against such person in any prosecution for an offence against this Act.

(3.) Nothing in this Act shall be construed so as to render liable to any prosecution or punishment any servant of a master resident

in the United Kingdom who *bond fide* acts in obedience to the instructions of such master, and on demand made by or on behalf of the prosecutor, has given full information as to his master.

20. Any person who falsely represents that any goods are made by a person holding a Royal Warrant, or for the service of Her Majesty, or any of the Royal Family, or any Government department, shall be liable, on summary conviction, to a penalty not exceeding twenty pounds.

21. In the application of this Act to Scotland the following modifications shall be made :—

The expression “ Summary Jurisdiction Acts ” means the Summary Procedure Act, 1864, and any Acts amending the same.

The expression “ Justice ” means Sheriff.

The expression “ court of summary jurisdiction ” means the Sheriff’s Court, and all jurisdiction necessary for the purpose of this Act is hereby conferred on sheriffs.

22. In the application of this Act to Ireland, the following modifications shall be made :—

The expression “ Summary Jurisdiction Acts ” means, so far as respects the police district of Dublin metropolis, the Acts regulating the powers and duties of justices of the peace of such district, and as regards the rest of Ireland means the Petty Sessions (Ireland) Act, 1851, and any Act amending the same.

The expression “ court of summary jurisdiction ” means justices acting under those Acts.

23. The Merchandise Marks Act, 1862, is hereby repealed, and any unrepealed enactment referring to any enactment so repealed shall be construed to apply to the corresponding provision of this Act ; provided that this repeal shall not affect—

- (a) any penalty, forfeiture or punishment incurred in respect of any offence committed against any enactment hereby repealed ; nor
- (b) the institution or continuance of any proceeding or other remedy under any enactment so repealed for the recovery of any penalty incurred, or for the punishment of any offence committed, before the commencement of this Act ; nor
- (c) any right, privilege, liability, or obligation acquired, accrued, or incurred under any enactment hereby repealed.

BOMBAY CHAMBER OF COMMERCE, 23rd February 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 82 of 11th ultimo, requesting an expression of the views of this Chamber on the proposals of the Government

of India to undertake special legislation for the purpose of providing an effective check against the practice of marking false lengths on cloth goods, and, in the event of such legislation being undertaken, the advisability of adopting the provisions in regard to false trade descriptions contained in the English Merchandise Marks Act, 1887.

2. The subject is one of deep interest to the mercantile community of Bombay, and for the past two years has been closely discussed by the members of this Chamber, who, until recently, were opposed to special legislation of the character proposed, the preponderance of opinion amongst those interested being that if a legal standard of length for British India were adopted, the trade would be capable of protecting itself.

3. The passing of the Merchandise Marks Act of 1887 in England, however, has placed the whole question on an altered footing, and my Committee now direct me to say that they would welcome prompt legislation on the lines of the English Act, alike in the interests of legitimate traders and native consumers; the existing position affording every inducement to the direct importation of fraudulently marked foreign goods.

4. Some slight modifications of the English law will be necessary to adapt it to the requirements of trade in India, amongst others the recognition of the fact that no registration of trade-marks exists in this country, and it might also be found practicable to provide in the Act itself for some of the difficulties of application and interpretation which the short working of the parent Act in England has already shown are likely to arise. Manufacturers of cotton goods and yarns, for instance, owing to uncertain climatic conditions, the varying elasticity of the raw product, and other causes, are unable to produce with mathematical exactness the actual weight, length or count which a piece of cloth or hank of yarn purports to be. But the special provisions necessary to meet difficulties of this kind would be most readily elicited, by the discussion of a draft bill which the Committee of the Chamber trust the Government of India will be able to submit for the opinion and criticism of the representatives of the manufacturing and trading interests at an early date.

5. In the meantime, and while strongly advocating the speedy introduction of a Merchandise Marks Act, my Com-

mittee direct me to respectfully submit that it will tend to increase rather than diminish the necessity for establishing a legal standard of length, and they would solicit the kind support of their views in this respect in the communication which His Excellency the Governor in Council may see fit to make to the Government of India on the subject.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., 8th June 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Merchandise Marks Act, 1887.

DEAR SIR,—Having received a letter from the Bengal Chamber of Commerce with reference to the above Act, I think it advisable to send you a copy of my reply thereto, as the London Chamber holds the opinion very strongly that it is most desirable that India, as one of our leading possessions, should adopt legislation similar to the above Act, in the interests of the mercantile community, both at home and in India, at the earliest possible moment. In this connection I also beg to call your attention to the reply by Sir John Gorst to a question asked by the Right Hon. A. J. Mundella, M.P., which you will find in the *Times* of to-day's date.

I trust, therefore, your Chamber will, on consideration of this important question, see its way to support the recommendations which this Chamber has the honour to submit.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., 8th June, 1888.

The SECRETARY, CHAMBER of COMMERCE, Bengal.

DEAR SIR,—I am in receipt of your favour of the 8th ult., which I had the pleasure of laying before the Committee of the Merchandise Marks Act Association at its last meeting.

This Association has been formed since last I had the pleasure of corresponding with you, as it was considered preferable that the new law should be dealt with by a separate association, in case it might be necessary to intervene, either for or against members of the Chamber, such intervention could then take place with greater independence. The Manchester Chamber of Commerce with similar experience has come to the same conclusion, and has also founded an association for the purpose of carrying out the Act in its bearings

upon the cotton trade. The London Association will, therefore, deal with the Act in all its bearings except in regard to cotton. I send you, under separate cover, a copy of the prospectus of the new Association.

In the first place let me reassure you as to the probability of any alteration of the present law. I don't think (and between the Merchandise Marks Association and the London Chamber of Commerce, and our constant communications with other Chambers throughout the country, I am in a position to know pretty well) that any alteration of the law is projected on any side. Some of the Protectionists have brought in a bill under which all goods of a foreign manufacture must be stamped as of foreign origin, and that mark of foreign origin retained on the goods through all stages until they are in the consumers' hands, but I doubt if that Bill will pass, and it is the only alteration of the Merchandise Marks Act of which I have heard. As you will observe, this new Bill, if adopted, would be an accentuation rather than a relaxation of the Merchandise Marks Act. As far as, therefore, any alteration is concerned, I don't think you in India need postpone any action which you might be projecting because of probable alterations in this country.

It seems essential on the other hand, that the whole of the British Colonies and Possessions should, at the earliest possible moment, adopt legislation, similar in principle if not in terms, to that of the mother-country, in reference to this Act, otherwise you will lay yourselves open to be flooded by those foreign imitations of English goods which the Act is intended to stop, and which by evasion of the English law will be sent to you direct by foreign steamship lines which do not touch at any British ports at all. The transit clause of the Act, which are very strict and is to some extent novel in its operation, is already having this effect, and I am told that the subsidised lines of foreign governments, particularly those of France and Germany, are already carrying pretty large consignments of goods in direct intentional imitations of British marks and intentional evasion of the Merchandise Marks Act. If, therefore, the Indian Chambers have any interest in maintaining the good name of British wares, and in giving any preference to English goods at equal prices, over foreign merchandise, then your Chambers should one and all unitedly press the Indian Government to adopt enactment similar to those of the Merchandise Marks Act, 1887. On the whole, I may say our experience of the working of the 1887 Act has been satisfactory. Here and there in some trades, such for instance as the tobacco trade, some losses have been entailed in consequence of the necessity of printing entirely new labels to meet the Act, but this necessity only supplies proof of the need which existed for the Act, as it thus demonstrates that the old labels were of a nature "to mislead" the purchaser as to the origin of the goods. I believe that nearly all the goods which are now evading the law by shipment under foreign flags are precisely those kind of goods which the Act was intended to affect, and which British trade is, therefore, all the better for thus forcibly putting on one side.

It is necessary, however, that colonial consumers should be made aware of the fact that all goods bearing apparent English marks, but which do not come direct in English vessels, are open to suspicion. The London Chamber will, therefore, be glad if the Bengal Chamber

and the other Chambers throughout India will kindly use their influence with the Government of India to urge them to introduce at the earliest possible date a measure similar to the Merchandise Marks Act, 1887, which you inform me is in contemplation.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd July 1888.*

KENRIC B. MURRAY, Esq., Secretary, London Chamber of Commerce.

DEAR SIR,—I have the honour to acknowledge the receipt of your letter of 8th ultimo giving cover to a copy of your communication of same date to the Bengal Chamber of Commerce on the subject of the Merchandise Marks Act, 1887, and requesting that this Chamber will support your recommendations in favour of an Act of like purport being passed for India.

In reply, I am directed by the Committee to inform you that the views expressed in the letter under reply have their cordial approval and support, and they instruct me to hand you herewith a copy of their letter to the Government of Bombay of 23rd February 1888, advocating the early adoption of an Act on the same lines as the English Act of 1887.

I am further to add that this Chamber is again addressing the Government of Bombay asking that the question may be dealt with at the earliest possible moment.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *4th July 1888.*

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed by the Committee to solicit the favour of your informing the Chamber what steps, if any, have been taken by the Government of India towards the introduction of a Merchandise Marks Act for India.

2. On the 23rd February 1888, this Chamber had the honour, in response to a reference from Government, to express the hope that a Bill would be brought forward at an

early date on the lines of the English Merchandise Marks Act of 1887; but so far as the information at the disposal of the public goes, no legislative action has yet been taken.

3. In the interval which has since elapsed, practical experience has shown that, in the absence of a deterrent enactment on this side, the effect of the English Act has been to encourage the direct importation into this country from the continent of Europe of numerous imitations of English manufactures.

4. A strong opinion prevails in commercial circles, both here and at home, that this state of things should not be allowed to continue indefinitely, and the Committee of the Chamber trust that the Government of Bombay will have the goodness to make a representation on the subject in the proper quarter.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 603-88.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 3rd August 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—My Committee instruct me to hand you herewith copy of the following papers:—

(i.) Letter to the Government of India, in the Home Department, dated 31st July 1888, urging upon Government the necessity for the speedy introduction into India of an Act similar to the "Merchandise Marks Act, 1887."

With reference to this matter my Committee hope that their action will be supported by the Bombay Chamber.

(ii.) Letter from the Secretary, Merchandise Marks Act Association, London, dated 8th June 1888.

(iii.) Letter No 1914, dated 17th July 1888, from A. P. MacDonnell, Esq., C.S.I., Secretary to the Government of India, Home Department.

(iv.) Memo. reporting the opinions of Mr. J. Scobell Armstrong, Collector of Sea Customs at this port, on the power of the Collector to take action under clause (d), section 18 of Act VIII. of 1878, in the case of foreign imitations of English or Indian goods.

With reference to the point here raised, my Committee will be glad to learn of any case occurring at Bombay, where action may be taken under this clause.—Yours, &c.,

S. E. J. CLARKE, Secretary.

MEMO.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 30th July 1888.

I was instructed at the last meeting of the Committee to call on the Collector of Sea Customs, and ascertain his views as to the working of section 18 of the Indian Sea Customs Act VIII. of 1878 as regards its applicability to foreign imitations of British goods. The questions involved came before the Committee on Mr. A. P. Ralli's letter of 21st July, submitting a reference from his Manchester firm, as to whether, in the absence of an Indian Merchandise Marks Act, the Indian legislature had provided any protection, either under Act XLV. of 1860—the Indian Penal Code Act I. of 1877—the specific Relief Act; or section 18 of Act VIII. of 1878, the Indian Sea Customs Act.

Section 18, in the opinion of Mr. Scobell Armstrong, is a protective section generally, (a) as to copyright, (b) as to coin, (c) as to public morals, and (d) as to trade.

The section runs :—

"18. No goods specified in the following clauses shall be brought whether by land or sea into British India :—

(d) articles bearing any names, brands, or marks being, or purporting to be the names, brands, or marks of manufacturers resident in the United Kingdom or British India, and not made by such manufacturers."

The Collector is of opinion that his ability to act under this section is unimpaired. It is true that with the abolition of the Indian Import Duties, his establishment has been reduced, but he is as well able as he ever was, to make an examination of any goods upon complaint made, or upon trustworthy information of their character.

If the Merchandise Marks Act Association of London could give trustworthy information of any shipment of goods, open imitations of British goods—such as knives, &c., manufactured on the Continent and bearing the name "Rodgers, Sheffield," the Collector has no doubt he could take action under clause (d) of section 18.

He pointed out that by section 167, the Penalty Section, of the Customs Act, clause 8, goods seized under section 18 "shall be liable to confiscation ;"

"and, any person concerned in such an offence (*i.e.*, their importation into British India) shall be liable to a penalty not exceeding three times the value of his goods, or not exceeding one thousand rupees."

Though section 18 has been a dead letter hitherto, so far as clause (d) is concerned, action is being frequently taken under clause (c) "any obscene book, pamphlet, paper, drawing, painting, representation, figure or article." On complaint being made or information lodged, search is made, and if the goods come under clause (c) they are invariably confiscated.

There is nothing to prevent the Collector taking similar action under clause (d) if he be called upon to take action.

It appears that as regards the English Merchandise Marks Act, 1887, he has expressed to Government that as it stands the Act, if applied to India, could only be worked directly by Government by an amount of inquisition and examination on the part of the Customs officers to which merchants could not possibly submit, and that under any circumstances the Customs authorities could only proceed upon complaint made.

Pending the passing of an Indian Merchandise Marks Act, he thinks clause (d), section 18, Act VIII. of 1878, offers protection, provided that the attention of the Collector is drawn to goods obnoxious to the provision contained in the clause.

S. E. J. CLARKE, Secretary.

No. 1914.

Home Department.
Public.

SIMLA, 17th July 1888.

From A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 402, dated the 29th May 1888, enquiring what steps have been taken to introduce into the Indian Legislature a Bill framed upon the lines of the English Merchandise Marks Act, 1887.

2. In reply, I am to say that no Bill in the matter has been prepared yet. The question as to the form which legislation, if resorted to, should take is, however, under the consideration of the Government of India, and when a decision is come to, the Chamber will be communicated with.—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

No. 597—'88.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 31st July 1888.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, Home Department.

SIR,—The Committee of the Chamber of Commerce desire me to thank you for your communication No. 1914 of 17th July, in which you inform them, that the question of introducing into India a Merchandise Marks Act, similar to the English Act of 1887, is under the consideration of the Government of India.

2. The Committee would beg to urge upon Government various considerations which, in their opinion, appear to demand that there should be no delay in legislating in this direction. Instances have occasionally been brought to notice through the Courts where, at the Presidency cities, flagrant attempts have been made to throw upon the market inferior goods rendered saleable, not only by a slight advantage in price, but chiefly by a more or less carefully designed imitation of well known and trusted marks. Of late, the attention of the Chamber has been drawn very strongly to a large increase of cases where fraud of this kind has been resorted to, and where the imitation of standard marks affects nearly all descriptions of piece-goods. It must be borne in mind that most classes of piece-goods are sold upon marks and quality numbers well known throughout the retail markets, and that retail purchasers do not, and cannot be expected to, look attentively to the details of the mark and stamp on the goods. If the essentials, that is the prominent features of the stamp, are there, the goods are accepted as being what it is supposed they are represented to be. The result is that the sale of honest goods is checked and interfered with, and the buyer is deceived into purchasing an article at a slightly cheaper rate, which, as a rule, is largely inferior to the goods he has been accustomed to buy.

3. But though attention has been attracted to questions affecting piece-goods the Committee do not base their suggestion for the early introduction into India of a Merchandise Marks Act upon matters affecting the piece-goods trade only. There are in every bazaar in India cheap imitations of English goods which, in the interests of all concerned, except, perhaps, the producers, should be dealt with not only strictly but promptly, since circumstances mentioned below are calculated to greatly strengthen their hold upon the Indian markets.

4. Whether the existing Indian enactments are sufficient to afford the honest trader that protection he has a right to expect is a branch of the general discussion on which the Committee of the Chamber may probably have an opportunity of addressing you later on.

5. They need not in this place again press upon your attention the important question of goods wrongly stamped as to length or breadth, inasmuch as they believe that full information on this branch of the subject is already before Government. They, however, feel that, in the interest of fair-dealing and honest trade, they are bound to express the opinion that the incorrect stamping of piece-goods for the Indian market can only be adequately dealt with by an Indian Act, which shall render practices of this kind punishable in this country; and, further, they are of opinion that here again delay in introducing and passing the necessary measure of law is very undesirable.

6. The Committee have forborne from pressing the matter with the Government of India until such time as the working of the English Act should determine whether any alterations of the provisions of that Act were necessary or advisable. They are now assured that, so far from any relaxation of the Merchandise Marks Act, 1887, being contemplated in England, the tendency is to accentuate it by the introduction of a Bill under which all goods of foreign manufacture must be stamped as of foreign origin, and the mark of foreign origin retained on the goods through all stages until they are in the consumer's

hands. The Committee would here point out that, while the Act of 1887 protects the honest British trader from fraudulent imitations of his manufactures, if they are for sale in his own country, it will, in a great measure, eventually result in a serious loss to him unless this protection is extended to the Colonial and Dependency markets for which his goods are also intended.

7. As a further reason for action in support of that taken in England by the Act of 1887 on the part of India and the British Colonies, there is the certainty that, unless such action be taken, the Indian and Colonial markets will be flooded with foreign imitations of British goods—a result which the Act is intended to prevent. This is abundantly made manifest by the strenuous efforts put forth by the merchants of the Continent to secure direct lines of steam-vessels to ply between the ports of the Continent and the markets east of Suez; and is illustrated by the fact that an English steamer bound to Bombay, which put in at Antwerp, received there cargo for Calcutta and Rangoon, which, if it had passed through London, would have been seized under the Act. It is also well known that the subsidised lines of French and German steamers are carrying, in evasion of the Merchandise Marks Act, large consignments of inferior foreign goods, which are intentional imitations of superior classes of British goods.

8. The Committee of this Chamber venture to hope that the Government of India have a common interest with themselves in securing that the Indian consumer is protected from the injury of having these falsely-marked goods thrust upon him; and in view of the satisfactory working of the English Act, so far as that country is concerned, as well as of the influence it will have, unless supported by a similar enactment in India, in leading foreign manufacturers to export imitations of English goods direct to the Indian and Colonial markets, they trust that the Government of India will recognise the necessity for introducing a Merchandise Marks Act for India without loss of time, and without the delay which has marked the endeavour to legalise a standard of length for this country.—I have, &c.,

S. E. J. CLARKE, Secretary.

No. 2264.

SIMLA, 22nd August 1888.

From A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, to the SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 597, dated 31st July 1888, in which the Committee of the Bengal Chamber of Commerce urge the necessity for introducing without loss of time a Merchandise Marks Act for India.

2. In reply, I am to say that a Bill to provide for the prevention and punishment of false trade descriptions is under preparation, and that the Government of India hopes that it will be introduced at an early meeting of the Legislative Council of the Governor General.

With reference to the concluding observations of your letter under reply, I am directed to invite your attention to the fact that the suggestion for legislation on the lines adopted in the Merchandise Marks Act in England was made in my letter No. 133-56, dated 14th August 1887, and that your letter of 18th November 1887, enclosing a letter of the same date addressed to the Government of Bengal, stated that the Chamber of Commerce had not then come to any conclusion as to the extent to which the English Act might be followed in India, and hinted at the desirability of postponing legislation in the matter in view of the possibility of the English Act being recast and amended. The Chamber's prudent attitude commend itself to the Government of India, for the subject was one requiring careful deliberation and a full expression of the views of all local Governments and Administrations in India.—I have, &c.,

• A. P. MACDONNELL,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *9th August 1888.*

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Chamber to thank you for your letter of the 3rd instant, together with its accompaniments regarding the introduction into India of a Merchandise Marks Act.

In reply, I am to inform you that this question has already been dealt with by this Chamber, and I beg to hand you copies of two letters addressed to the Government of Bombay on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *27th October 1888.*

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—Perceiving from the press that a Bill has been submitted to the Legislative Council on the lines of the English Merchandise Marks Act, my Committee direct me to apply for the favour of a copy of same ; as also of the rules under the proposed Act if they have yet been formulated.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2035

SIMLA, 3rd November 1888.

From J. M. MACPHERSON, Esq., Deputy Secretary to the Government of India, Legislative Department, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter of the 27th ultimo, I am directed to forward, herewith, a copy of the Bill to amend the law relating to Fraudulent Marks on Merchandise and of the Statement of Objects and Reasons, and to state that if additional copies are required you should apply to the Government of Bombay for them.—I have, &c.,

J. M. MACPHERSON,
Deputy Secretary to the Govt. of India.

No. 3961 OF 1888.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 12th Nov. 1888.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the law relating to Fraudulent Marks on Merchandise with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill on or before the 10th December next.—Yours, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to bring the law of India relating to fraudulent marks on merchandise into accord, as far as local circumstances admit, with the law of England as enacted in the Merchandise Marks Act, 1887. The Bill adopts the provisions of that Act with respect to false trade descriptions and recasts on the lines of that Act that part of the Indian Penal Code which relates to trade marks and property marks and that part of the Sea Customs Act, 1878, which relates to the prohibition of the importation into British India of goods bearing false descriptions or marks.

17th October 1888.

ANDREW R. SCOBLE.

A BILL TO AMEND THE LAW RELATING TO FRAUDULENT MARKS ON MERCHANDISE.

Whereas it is expedient to amend the law relating to fraudulent marks on merchandise ; It is hereby enacted as follows :—

Title, extent and commencement. 1. (1) This Act may be called the Indian Merchandise Marks Act, 1889.

(2) It extends to the whole of British India ; and

(3) It shall come into force on the first day of April, 1889.

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

(1) "trade mark" has the meaning assigned to that expression in section 478 of the Indian Penal Code as amended by this Act :

(2) "trade description" means any description, statement or other indication, direct or indirect,—

(a) as to the number, quantity, measure, gauge or weight of any goods, or

(b) as to the place or country in which any goods were made or produced, or

(c) as to the mode of manufacturing or producing any goods, or

(d) as to the material of which any goods are composed, or

(e) as to any goods being the subject of an existing patent privilege or copyright,

and the use of any figure, word or mark which according to the custom of the trade is commonly taken to be an indication of any of the above matters shall be deemed to be a trade description within the meaning of this Act :

(3) "false trade description" means a trade description which is untrue in a material respect as regards the goods to which it is applied, and includes every alteration of a trade description, whether by way of addition, effacement or otherwise, where that alteration makes the description untrue in a material respect, and the fact that a trade description is a trade mark or part of a trade mark shall not prevent such trade description being a false trade description within the meaning of this Act :

(4) "goods" means anything which is the subject of trade or manufacture : and

(5) "name" includes any abbreviation of a name.

Amendment of the Indian Penal Code.

3. For that part of the Chapter XVIII. of the Indian Penal Code which relates to Trade and Property Substitution of new sections for secs. 478 to 489 of Marks, the following shall be substituted, the Indian Penal Code. namely :—

"Of Trade and Property Marks."

"478. A mark used for denoting that goods have been made or manufactured by a particular person or at a particular time or place or that they are of a particular quality is called a Trade mark. trade mark, and for the purposes of this Code the expression "trade mark" includes any trade mark which is registered in the register of trade marks kept under the Patents, Designs and Trade Marks Act, 1883, and any trade mark which, either with or without registration, is protected by law in any British possession or foreign State to which the provisions of the one hundred and third section of the Patents, Designs and Trade Marks Act, 1883, are, under Order in Council, for the time being applicable.

" 479. A mark used for denoting that moveable property belongs to a particular person is called a property mark.

" 480. Whoever marks any goods, or any case, package or other receptacle containing goods, or uses any case, package or other receptacle with any mark thereon, in a manner calculated to cause it to be believed that the goods so marked, or any goods contained in any such receptacle so marked, were made or manufactured by a person by whom they were not made or manufactured, or that they were made or manufactured at a time or place at which they were not made or manufactured, or that they are of a particular quality of which they are not, is said to use a false trade mark.

" 481. Whoever marks any moveable property or goods or any case, package or other receptacle containing moveable property or goods, or uses any case, package or other receptacle having any mark thereon, in a manner calculated to cause it to be believed that the property or goods so marked, or any property or goods contained in any such receptacle so marked, belong to a person to whom they do not belong, is said to use a false property mark.

" 482. Whoever uses any false trade mark or any false property mark shall, unless he proves that he acted without intent to defraud, be punished with imprisonment of either description for a term which may extend to one year, or with fine, or with both.

" 483. Whoever counterfeits any trade mark or property mark used by any other person shall be punished with imprisonment of either description for a term which may extend to two years, or with fine, or with both.

" 484. Whoever counterfeits any property mark used by a public servant, or any mark used by a public servant to denote that any property has been manufactured by a particular person or at a particular time or place or that the property is of a particular quality or has passed through a particular office or that it is entitled to any exemption, or uses as genuine any such mark knowing the same to be counterfeit, shall be punished with imprisonment of either description for a term which may extend to three years, and shall also be liable to fine.

" 485. Whoever makes or has in his possession any die, plate or other instrument for the purpose of counterfeiting a trade mark or property mark, or has in his possession a trade mark or property mark for the purpose of denoting that any goods were made or manufactured by, a particular person or firm by whom they were not made or at a time or place at which they were not made or that they are of a particular quality of which they are not, or that they belong

to a person to whom they do not belong, shall be punished with imprisonment of either description for a term which may extend to three years, or with fine, or with both.

"486. Whoever sells, or exposes or has in possession for sale or any purpose of trade or manufacture, any goods with a counterfeit trade mark or property mark affixed to or impressed upon the same or to or upon any case, package or other receptacle in which such goods are contained, shall, unless he proves—

(a) that, having taken all reasonable precautions against committing an offence against this section, he had at the time of the commission of the alleged offence no reason to suspect the genuineness of the mark, and

(b) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons from whom he obtained such goods or things, or

(c) that otherwise he had acted innocently,

be punished with imprisonment of either description for a term which may extend to one year, or with fine, or with both.

"487. Whoever makes any false mark upon any case, package or other receptacle containing goods, in a manner calculated to cause any public servant or any other person to believe that such receptacle contains goods which it does not contain or that it does not contain goods which it does contain or that the goods contained in such receptacle are of a nature or quality different from the real nature or quality thereof shall, unless he proves that he acted without intent to defraud, be punished with imprisonment of either description for a term which may extend to three years, or with fine, or with both.

"488. Whoever makes use of any such false mark in the manner last aforesaid shall, unless he proves that he acted without intent to defraud, be punished as if he had committed an offence against the last foregoing section.

"489. Whoever removes, destroys or defaces any property mark, intending or knowing it to be likely that he may thereby cause injury to any person, shall be punished with imprisonment of either description for a term which may extend to one year, or with fine, or with both."

Trade Descriptions.

4. (1) The provisions of this Act respecting the application of a false trade description to goods shall extend to the application to goods of any such figures, words or marks, or arrangement or combination thereof, whether including a trade mark or not, as are reasonably calculated to lead

persons to believe that the goods are the manufacture or merchandise of some person other than the person whose manufacture or merchandise they really are.

(2) The provisions of this Act respecting the application of a false trade description to goods, or respecting goods to which a false trade description is applied, shall extend to the application to goods of any false name or initials of a person, and to goods with the false name or initials of a person applied, in like manner as if such name or initials were a trade description, and for the purpose of this enactment the expression, false name or initials, means as applied to any goods, any name or initials—

- (a) not being a trade mark, or part of a trade mark, and
- (b) being identical with, or a colourable imitation of, the name or initials of a person carrying on business in connexion with goods of the same description and not having authorised the use of such name or initials.

(3) A trade description which denotes or implies that there are contained in any goods to which it is applied more yards, feet or inches than there are contained therein standard yards, standard feet or standard inches is a false trade description.

Application of trade descriptions. 5. (1) A person shall be deemed to apply a trade description to goods who—

- (a) applies it to the goods themselves, or
- (b) applies it to any covering, label, reel or other thing in or with which the goods are sold or are exposed or had in possession for sale or any purpose of trade or manufacture, or
- (c) places, encloses or annexes any goods which are sold, or are exposed or had in possession for sale or any purpose of trade or manufacture, in, with or to any covering, label, reel or other thing to which a trade description has been applied, or
- (d) uses a trade description in any manner calculated to lead to the belief that the goods in connexion with which it is used are designated or described by that trade description.

(2) A trade description shall be deemed to be applied whether it is woven, impressed or otherwise worked into or annexed or affixed to the goods or any covering, label, reel or other thing.

(3) The expression “covering” includes any stopper, cask, bottle, vessel, box, cover, capsule, case, frame or wrapper, and the expression “label” includes any band or ticket.

6. If a person applies a false trade description to goods, he shall, subject to the provisions of this Act, and unless he proves that he acted without intent to defraud, be punished with imprisonment for a term which may extend to three months, or with fine which may extend to two hundred rupees, and in the case of a second or subsequent conviction with imprisonment which may extend to two years or with fine which may extend to five hundred rupees.

7. If a person sells, or exposes or has in possession for sale or any purpose of trade or manufacture, any goods or things to which a false trade description is applied, he shall, unless he proves—

- (a) that having taken all reasonable precautions against committing an offence against this section he had at the time of the commission of the alleged offence no reason to suspect the genuineness of the trade description, and
- (b) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons from whom he obtained such goods or things, or
- (c) that otherwise he had acted innocently, ♦

be punished with imprisonment for a term which may extend to three months or with fine which may extend to two hundred rupees, and in case of a second or subsequent conviction with imprisonment which may extend to two years or with fine which may extend to five hundred rupees.

Unintentional Contravention of the Law relating to Marks and Descriptions.

8. Where a person is accused under section 482 of the Indian Penal Code of using a false trade mark or property mark by reason of his having applied a mark to any goods, property or receptacle in the manner mentioned in section 480 or section 481 of that Code, as the case may be, or under section 6 of this Act of applying to goods any false trade description, or under section 485 of the Indian Penal Code of making any die, plate or other instrument for the purpose of counterfeiting a trade mark or property mark, and proves—

- (a) that in the ordinary course of his business he is employed, on behalf of other persons, to apply trade marks or property marks, or trade descriptions, or, as the case may be, to make dies, plates or other instruments for making, or being used in making, trade marks or property marks, and that in the case which is the subject of the charge he was so employed and was not interested in the goods or other thing by way of profit or commission dependent on the sale thereof, and
- (b) that he took reasonable precautions against committing the offence charged, and
- (c) that he had, at the time of the commission of the alleged offence, no reason to suspect the genuineness of the mark or description, and
- (d) that, on demand made by or on behalf of the prosecutor, he gave all the information in his power with respect to the persons on whose behalf the mark or description was applied,

he shall be acquitted.

Forfeiture of Goods.

9. (1) When a person is convicted under section 482 of the Indian Penal Code of using a false trade mark, or under section 486 of that Code of selling, or exposing or having in possession for sale or any purpose of trade or manufacture, any goods with a counterfeit trade mark applied thereto, or under section 487 or section 488 of that Code of making, or making use of, a false mark, or under section 6 or section 7 of this Act of applying a false trade description to goods or of selling, or exposing, or having in possession for sale or any purpose of trade or manufacture, any goods to which a false trade description is applied, or is acquitted on proof of the matter or matters specified in section 486 of the Indian Penal Code, or section 7 or section 8 of this Act, the Court convicting or acquitting him may direct the forfeiture to Her Majesty of all goods and things by means of, or in relation to, which the offence has been committed, or, but for such proof as aforesaid, would have been committed.

(2) Nothing in sub-section (1) shall be construed to affect the provisions of Chapter XLIII. of the Code of Criminal Procedure, 1882.

(3) Courts in the exercise of their discretion with respect to the direction of forfeiture under this section shall observe any instructions which the Governor General in Council may issue for their guidance.

Amendment of the Sea Customs Act, 1878.

10. For clause (d) of section 18 of the Sea Customs Act 1878, the following shall be substituted, namely :—

“(a) goods having applied thereto a counterfeit trade mark within the meaning of the Indian Penal Code, or a false trade description within the meaning of the Indian Merchandise Marks Act, 1889 :

(e) goods made or produced beyond the limits of the United Kingdom and British India and having applied thereto any name or trade mark being, or purporting to be, or being a colourable imitation of, the name or trade mark of any person who is a manufacturer, dealer or trader in the United Kingdom or in British India, unless—

(i) the name or trade mark is, as to every application thereof, accompanied by a definite indication of the goods having been made or produced in a place beyond the limits of the United Kingdom and British India, and

(ii) that place and the country in which it is situated are in that indication indicated in letters as large and conspicuous as any letter in the name or trade mark.”

11. The following shall be added after section 19 of the Sea Customs Act, 1878, namely :—

“19A. (1) Before detaining any such goods as are or may be specified in or under section 18 or section 19, as the case may be, or

taking any further proceedings with a view to the confiscation thereof under this Act, the Chief Customs-officer or other officer appointed by the Local Government in this behalf may require the regulations under this section, whether as to information, security, conditions or other matters, to be complied with, and may satisfy himself in accordance with those regulations that the goods are such as are prohibited to be imported.

(2) The Governor General in Council may make, revoke and vary regulations, either general or special, respecting the detention and confiscation of goods the importation of which is prohibited, and the conditions, if any, to be fulfilled before such detention and confiscation, and may by such regulations determine the information, notices and security to be given, and the evidence requisite for any of the purposes of this section, and the mode of verification of such evidence.

(3) Where there is on any goods a name which is identical with, or a colourable imitation of, the name of a place in the United Kingdom or British India, that name, unless accompanied in equally large and conspicuous letters by the name of the country in which such place is situate, shall be treated for the purpose, of sections 18 and 19 as if it were the name of a place in the United Kingdom or British India.

(4) Such regulations may apply to all goods, the importation of which is prohibited by section 18 or under section 19, or different regulations may be made respecting different classes of such goods or of offences in relation to such goods.

(5) The regulations may provide for the informant reimbursing any public officer and the Secretary of State for India in Council all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention.

(6) All regulations under this section shall be published in the "Gazette of India."

Supplemental Provisions.

12. On the sale or in the contract for the sale of any goods to which a trade mark or mark or trade description has been applied, the seller shall be deemed to warrant that the mark is a genuine mark and not counterfeit or falsely used, or that the trade description is not a false trade description within the meaning of this Act, unless the contrary is expressed in some writing signed by or on behalf of the seller and delivered at the time of the sale or contract to and accepted by the buyer.

13. (1) This Act shall not exempt any person from any suit or other proceeding which might, but for the provisions of this Act, be brought against him.

Savings.

(2) Nothing in this Act shall entitle any person to refuse to make a complete discovery or to answer any question or interrogatory in

any suit or other proceeding, but such discovery or answer shall not be admissible in evidence against such person in any prosecution for an offence against this Act.

(3) Nothing in this Act shall be construed so as to render liable to any prosecution or punishment any servant of a master resident in British India who in good faith acts in obedience to the instructions of such master, and, on demand made by or on behalf of the prosecutor, has given full information as to his master.

BOMBAY CHAMBER OF COMMERCE, 15th December 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—I have the honour, by direction of the Committee, to acknowledge the receipt of your letter No. 3961 of 12th ultimo, covering a copy of a draft Bill to amend the law relating to fraudulent marks on merchandise, on the provisions of which the opinion of the Chamber is requested.

2. Regarding the measure as one of paramount importance to the mercantile community, a Special Committee was appointed, who gave the Bill their most careful consideration, and I have now to report that the provisions of the proposed enactment meet with the entire approval of the Chamber, the only addition which I am directed to suggest being that in Section 11, Sub-section 6, it should be provided that the regulations under that section be published in the *Gazettes of the the local Governments* in addition to the *Gazette of India*.

3. When the Committee of the Chamber last had the honour of addressing Government regarding the proposed Bill now under report, they expressed the opinion that it would be desirable to provide in the Act for some of the difficulties of application and interpretation which the working of the law in England had shown as likely to arise, but having regard to the difference in civil procedure here and the difficulty that there would be in providing for all possible contingencies in detail, they have now come to the conclusion that it is preferable to leave the terms on the general basis now laid down, trusting to the rules under the Act being such as to admit of easy interpretation by ordinary mercantile experts.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 40-89.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 12th January 1889.

TO JOHN MARSHALL, Esq., Secretary, Chamber of Commerce,
Bombay.

DEAR SIR,—The Committee of this Chamber instruct me to forward, for the information of the Bombay Chamber of Commerce, copies of the following papers :—

- (a) Letter No. 21-89 of 8th January, addressed by this Chamber to the Government of Bengal, on the subject of the Indian Merchandise Marks Bill.
- (b) Report of a Sub-Committee of the Chamber to consider and report upon the Bill.—Yours, &c.,

S. E. J. CLARKE, Secretary.

CALCUTTA, 29th December 1888.

TO THE PRESIDENT AND COMMITTEE OF THE BENGAL CHAMBER OF
COMMERCE.

GENTLEMEN,—We, the Sub-Committee appointed by you to consider and report upon the “Indian Merchandise Marks Bill,” introduced into the Legislative Council of India on October 18th by the Honourable A. R. Scoble, now submit our report.

We have held six meetings and have gone through the Bill in the light afforded by the English Act of 1887 and of the discussions which have arisen in England thereon; we have also had before us some valuable letters from various members of the Chamber; and, lastly, we are indebted to your courtesy for the great advantage we have derived from the opportunity afforded us of consulting with Mr. F. Ashworth, a member of the Trade Marks and Merchandise Marks Act Committee of the Manchester Chamber of Commerce, to whom our best acknowledgments are due.

It may perhaps be found convenient if we divide our report into two heads, dealing respectively with the verbal amendments of the Bill and with the suggestions it has occurred to us to make.

VERBAL AMENDMENTS OF THE BILL.

Here we may say that, for the sake of clearness, we shall give the portions of the sections as amended by us in full, italicising the amendments.

Definitions.

Section 2.—In this Act, unless there is something repugnant in the subject or context—

- (1) “trade mark” has the meaning assigned to that expression in section 478 of the Indian Penal Code as amended by this Act;

(2) "trade description" means any description, statement or other indication, direct or indirect ;

- (a) as to the number, quantity, measure, gauge or weight of any goods, or
- (b) as to the place or country in which any goods were made or produced, or
- (c) as to the mode of manufacturing or producing any goods, or
- (d) as to the material of which any goods are composed, or
- (e) as to any goods being the subject of an existing patent, privilege or copyright, and the use of any figure, numeral, word or mark, or arrangement or combination thereof which, according to the custom of the trade, is commonly taken to be an indication of any of the above matters, shall be deemed to be a trade description within the meaning of this Act ;

(3) "false trade description" means a trade description which is untrue in a material respect as regards the goods to which it is applied, and includes every alteration of a trade description, whether by way of addition, effacement or otherwise, where that alteration makes the description untrue in a material respect ; and the fact that a trade description is a trade mark or part of a trade mark shall not prevent such trade description being a false trade description within the meaning of this Act ;

(4) "goods" means anything which is the subject of *merchandise*, trade or manufacture ; and

(5) "name" includes any abbreviation of a name.

Section 3.—" 479. A mark used for denoting that moveable property belongs or has belonged to a particular person is called a property mark.

" 481. Whoever marks any moveable property or goods or any case, package or other receptacle containing moveable property or goods, or uses any case, package or other receptacle having any mark thereon, in a manner calculated to cause it to be believed that the property or goods so marked, or any property or goods contained in any such receptacle so marked, belong or have belonged to a person to whom they do not or did not belong, is said to use a false property mark.

" 485. In this section we have only thought it necessary to leave out the words in the ninth line '*or firm.*'

" 486. Whoever sells or exposes, or has in possession for sale or any purpose of trade or manufacture, any goods or things with a counterfeit trade mark, or property mark, or any mark so nearly resembling a trade mark or property mark as to be calculated to deceive affixed to, or impressed upon, the same, or to or upon any case, package or other receptacle in which such goods are contained, shall, unless he proves—

" 489. Whoever removes, destroys, defaces or adds to any property mark, &c., &c."

The marginal note to the section should in consequence of this suggestion be amended to "defacing or adding to any property mark," &c.

Section 4.—After the word "figures" in line six we have added the word "*numerals*" to bring the section into agreement with the amendment proposed by us in the last clause of sub-section 2 of section 2 of the Bill.

Section 4.—Sub-section 3.—*Any trade description, statement or other indication, direct or indirect, which denotes or implies that there are contained in any goods to which it is applied more yards, feet or inches, or weight than there are contained therein standard yards, standard feet or standard inches or weight, is a false trade description.*

Section 10.—(e) (ii) that place and the country in which it is situated are in that indication indicated in letters as large and conspicuous as any letter in the name or trade mark *and in the same language.*

Section 11.—19A.—(3) The above amendment requires that the words and "*in the same language*" should be added in this sub-section in line five after the words "in equally large and conspicuous letters."

These amendments seem called for to make more clear the object of the Bill, or to bring it more into accordance with the scope of the English Act of 1887. We trust they may not only commend themselves to the judgment of the Committee of the Chamber of Commerce, but also to the acceptance of the Legislature.

SUGGESTIONS.

It appears to us unnecessary to criticise the Bill at any great length. The experience of the Chamber of Commerce during the past four years only as regards the incorrect stamping of the lengths of piece-goods, and the fraudulent imitation of trade marks well known in the Indian markets, has led this Chamber to join with other Chambers in asking for a measure of this kind. The passing of the Act of 1887 by the English Legislature made it possible to frame laws on a common model for the mother-country, the Colonies and Dependencies. But while we have given great consideration to questions affecting the piece-goods trade, we have not in any way overlooked the necessity for making any measure of this kind applicable to trade generally. It has constantly been present to our minds that, while perhaps special necessity exists for checking malpractices in relation to cotton and other piece-goods, it is also necessary to protect the honest manufacturer and the Indian consumer against cheap and more or less worthless imitations of goods bearing well-known and trusted trade marks. Again, in considering this Bill, we could not overlook the difference in the circumstances between England and India—between a country which is almost entirely a producer and a country which is for all practical purposes almost entirely a consumer. And in this connection we gave prominence to the consideration as to how far the Bill before us met Indian requirements. We had to give due weight to the fact that this Bill is not a new piece of legislation, but rather an endeavour on the part of the Legislative Council of H. E. the Gov-

ernor-General to make operative, or to make more readily available, provisions of law already existing in the Indian Penal Code and Indian Sea Customs Act. At the same time we could not blind ourselves to the advantages to be derived from the Bill following, wherever possible, the arrangement and even the wording of the English Act.

Before dealing with the suggestions we have thought fit to put forward for the consideration of the Chamber of Commerce and the Legislature, we desire to say that, on the passing of the Bill, it would, in our opinion, be advisable that the Chamber of Commerce should follow the example of the Manchester Chamber of Commerce, and call a meeting of Import Merchants to decide as regards deviations in lengths, what should be considered 'a material difference,' that is, a difference in length sufficient to call for an appeal to the Act. This meeting should also decide, by a rule of the Chamber, the question of the marking of net weight yarn. It is not necessary, in our opinion, that Government should be asked to legislate in detail in these directions, since it would be sufficient if the rules passed in General Meeting by the Chamber were accepted as the custom of the trade by Government for the guidance of the Courts.

Another matter which we think of some importance as regards the practice of the trade might be dealt with, should you think fit, by the Special Meeting of Import Merchants suggested above. It is not sufficient to merely indicate that a certain length of goods shall be measured in standard yards, since the method followed in measuring them may involve a deviation of an appreciable character. This has been recognised in Manchester, where it has been ruled that goods measured by the yard of 36 inches shall be understood to mean goods measured 'on the table' and not on measuring hooks. It would be well in our opinion if a similar understanding were arrived at here. But while we make this suggestion for the consideration of the Chamber, we should deprecate its inclusion amongst the provisions of the Bill.

In one of the letters placed before us, it was suggested that the punishment of imprisonment was not called for by anything likely to arise under the Act when in operation. On this point we have no opinion to offer. We do not see that it is a matter with which the Chamber should interfere. The extent and character of the punishment to be dealt out to offenders is peculiarly the function of the Legislature, and we have therefore not attempted to deal with it.

We now come to the suggestions we desire to make as regards the general scope of the Bill.

We consider that it is very important to strengthen section 2 by a definition of "person," since "person" is frequently referred to in the sections taken from the Penal Code; and the addition of the words "or firm," after the words "a particular person," in section 485, does not occur in the subsequent sections of the Act. In section 3 of the English Act, "person" is thus defined :—

"The expressions 'person,' 'manufacturer,' 'dealer,' or 'trader,' and 'proprietor,' includes any body of persons corporate or unincorporate."

This definition, we are of opinion, should be included in Mr. Scoble's Bill.

We are also of opinion that, in order to meet the exigencies of trade it would be well to add to section 2 an "explanation" to the effect that a yard means a standard yard of 36 imperial British inches, and that a hank of yarn means a length of 840 standard yards of yarn.

An "explanation" of the kind we have suggested would meet many practical difficulties, and especially as regards yarns effectually decide a great deal now complained of as objectionable.

Section 4 of the Bill occupied a considerable share of our time. It is a most important section and in our opinion cannot be too carefully considered. In addition to the amendments in sub-section 3 of the section suggested in the first part of this report, we are of opinion that there is no good reason for omitting, from sub-section 2 of section 4 of the Bill, the provision relating to the application to goods of the initials or names of a fictitious person or persons not *bonâ fide* carrying on business in connection with such goods comprised in section 3, sub-section 3, clause (c) of the English Act, 50 and 51 Vict., Chapter 28. Sub-section 2 of section 4 of the Bill is adapted and adopted from section 3, sub-section 3 of the English Act with the exception we have noticed.

We, therefore, beg strongly to recommend that, in addition to clauses (a) and (b) of section 3, sub-section 3 of Act, 50 and 51 Vict., Chapter 28, there be added the following :—

- (c) "are either those of a fictitious person or of some person not *bonâ fide* carrying on business in connection with such goods."

In connection with sub-section 3 of section 4 of the Bill, several questions arose which were debated by us at great length. The sub-section as drafted deals with fraudulent stamping of lengths of goods, that is, it deals with a class of fraud which professes to sell to a purchaser more than he actually receives. As cheating of this description is found in classes of goods other than those sold by length, we feel ourselves compelled to suggest an extension of the provisions of the section so as to give it an application to goods bearing an indication of weight other than their actual weight. At the same time we deem it necessary to make the sub-section more general in its application by supplementing "trade description" with the words "statement or other indication direct or indirect."

But at the outset of the discussion of the sub-section (3) we were confronted with several questions, all bearing upon what we may call a tendency towards stating incorrectly the length of piece-goods, or of obscuring to the prejudice of the purchaser such length. Not only is the direct offence of falsely marking lengths to be guarded against, but precautions have to be taken against various devices, all intended to injure the ultimate buyer. Thus goods are made up in various ways, and what are technically known as "laps," or "folds," may be so used as to mislead persons as to the true length of the goods. Again, it may be that goods of a character ordinarily accepted as of a particular length and ordinarily sold in India with the accepted trade length stamped thereon may, with intent to evade the provisions of this Bill, be brought into the market unstamped as regards their length. We repeat a very trite observation when we say that such a Bill as that

with which we are dealing has no application to the honest trader. Such a trader will be unaffected by the guarantees afforded customers by legislation of this kind—legislation which seems to us intended as well for the protection of traders as of consumers. Reviewing fully all the considerations indicated above, we are of opinion that the stamping upon all goods sold by length or the piece of the length in standard yards of 36 inches, or fractions of a yard, should be made compulsory.

In weighing this recommendation you, as the Committee of the Chamber of Commerce, will probably give full importance to the agitation which obtained some four years ago amongst native traders, not only against the incorrect or false stamping of piece goods, but even more strongly against the absence from such goods of any indications of length.

Another branch of the discussion on Sub-section 3 of section 4 of the Bill took in the subject of the nett weight of yarns, which has been disposed of above.

We then came to its application to goods bearing indications of weight, and this necessitated a reference to Act XXXI. of 1871, by which the standard of weight in British India was fixed as the seer of a weight equal to the Kilogramme des Archives at Paris. But goods are not sold to Indian customers by the French weight, whilst English weights for certain goods are widely known and understood. We therefore bring this matter incidentally to your notice for such action as you may deem necessary.

We may add that in acknowledgment of the difficulty presented to us by Act XXXI. of 1871, we were impelled to make our suggestion as to "weight" as general as possible.

Finally, as regards sub-section 3 of section 4, it appeared very necessary to us to suggest the addition of a new sub-section to bring section 4 into harmony with section 9. The sub-section we suggest would run as follows :—

Section 4.—4. "Courts under this section, with respect to the mode of measurement and limits of variation permissible in certain goods, shall observe any instructions which the Governor-General in Council may issue for their guidance."

We trust this suggestion will have your support.

We have now come to section 9. Sub-section 3 of that section provides that the Governor General in Council may issue instructions for the guidance of Courts in cases coming under the section, which instructions the Courts "shall observe." This provision has an important bearing as regards the working of the Bill, and on this point the absence of the instruction referred to in the sub-section precludes us from expressing any opinion whatever as to the practical character of the measure. It will be perhaps best if we repeat here the Resolution passed at our Fifth Meeting :—

"Although, so far as they have gone, and subject to certain amendments and suggestions, the Sub-Committee have approved generally of the provisions of the Bill, they are yet of opinion that they cannot express any definite view as to its practical value so long as they do not know the mode of procedure to be followed in carrying it

into effect ; and they think that, as in the case of the English Act of 1887 (50 and 51 Vict., c. 28), the rules of procedure should form part of the enactment itself."

With a view to in some way carry out this recommendation we beg to make the following suggestions :—

"Among the 'Supplemental Provisions' of the Bill, there should be included a section dealing with 'costs' a matter of vital importance in an enactment, whereas under sections 7 and 8 of this Bill a defendant or accused person must prove his innocence." In our opinion the adoption into the Bill of section 14 of the English Act would meet all requirements. That section runs as follows :—

14. "On any prosecution under this Act the Court may order costs to be paid to the defendant by the prosecutor, or to the prosecutor by the defendant, having regard to the information given by and the conduct of the defendant and prosecutor respectively."

Again, it appeared to us necessary that a law of this description should contain within itself a distinct provision governing the power to search for goods, rather than that this power should be left to the exercise of the general provisions for search contained in the Code of Criminal Procedure. And in this connection we came to the conclusion that we could not do better than to suggest that there should be included in the Bill section 12 of the Act of 1887 or some modification of that section,

Section 12 of the English Act runs as follows :—

12—(1) "Where upon information of an offence against this Act a justice has issued either a summons requiring the defendant charged by such information to appear to answer to the same, or a warrant for the arrest of such defendant, and either the said justice on or after issuing the summons or warrant, or any other justice, is satisfied by information on oath that there is reasonable cause to suspect that any goods or things by means of, or in relation to which, such offence has been committed, are in any house or premises of the defendant, or otherwise in his possession, or under his control in any place, such justice may issue a warrant under his hand, by virtue of which it shall be lawful for any constable named or referred to in the warrant to enter such house, premises or place at any reasonable time by day, and to search therefor and seize and take away those goods or things ; and any goods or things seized under any such warrant shall be brought before a Court of summary jurisdiction for the purpose of its being determined whether the same are or are not liable to forfeiture under this Act.

(2) "If the owner of any goods or things which, if the owner thereof had been convicted, would be liable to forfeiture under this Act is unknown or cannot be found, an information or complaint may be laid for the purpose only of enforcing such forfeiture, and a Court of summary jurisdiction may cause notice to be advertised, stating that, unless cause is shown to the contrary at the time and place named in the notice, such goods or things will be forfeited, and at such time and place the Court, unless the owner or any person on

his behalf, or other person interested in the goods or things, shows cause to the contrary, may order such goods or things, or any of them, to be forfeited.

(3) "Any goods or things forfeited under this section, or under any other provision of this Act, may be destroyed or otherwise disposed of in such manner as the Court, by which the same are forfeited, may direct; and the Court may, out of any proceeds which may be realized by the disposition of such goods (all trade marks and trade descriptions being first obliterated), award to any innocent party any loss he may have innocently sustained in dealing with such goods."

It occurs to us further to suggest that all prosecutions under this enactment should be conducted by the Public Prosecutor; and that, following the example set by section 15 of the English Act of 1887, some limit should be fixed to the time within which prosecutions for offences against the Act shall be commenced.

The above suggestions and amendments represent the results of the consideration we have been able to give to the Bill. We are of opinion it is a measure of law well calculated to meet the purposes had in view in framing it, and to command the approval and support of the mercantile community throughout India.—We are, gentlemen, your obedient servants,

J. H. ASHWORTH.
JAMES STEVENSON.
W. PARSONS.
F. SCOULOUDI.
F. ORMEROD.

I dissent, for the reasons contained in the following note, from so much of this report as deals with the compulsory stamping of lengths upon piece-goods.

F. ORMEROD.

NOTE.

Whilst concurring with my colleagues in the opinion that sub-section 3 of section 4 of the Bill will be practically inoperative unless all goods bearing trade descriptions as to measure bear such trade descriptions marked in standard yards, feet or inches, or fractions thereof, I am unable to concur with their recommendation in favour of suggesting to the Government the desirability of amending the Bill by the introduction of a clause making it compulsory that all piece-goods imported into this country shall be so marked, and for these reasons—

- (a) The proposed clause would not be an "amendment" of the Bill, but would be far beyond its scope, and in no sense in *pari materia* therewith.
- (b) The recommendation goes outside the four corners of the instructions given to the Sub-Committee by the Committee of the Chamber of Commerce.

The Sub-Committee was requested to consider "The Indian Merchandise Marks Bill."

- (c) The Bill is one "to amend the law relating to fraudulent marks on merchandise ;" it does not deal only with piece-goods but with all merchandise, and I see no valid or sufficient reason for placing piece-goods on a different footing to other goods.

F. ORMEROD.

No. 21 OF 1889.

CALCUTTA, 8th January 1889.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to P. NOLAN, Esq., C.S., Secretary to the Government of Bengal, General Department.

SIR,—In replying to your office No. 1963 of 9th November last, the Committee of the Chamber of Commerce desire me to say that, while they regret the delay which has taken place in the submission of their views on the Indian Merchandise Marks Bill, that delay was unavoidable. Having regard to the character of the measure and to the effect it might have on the trade of the country, the Committee deemed it desirable to refer the Bill for consideration and report to a Sub-Committee of experts.

2. The report of that Sub-Committee has now been submitted to, and accepted by, the Committee of the Chamber. The report recommends certain amendments of the Bill, and certain suggestions in connection with it, which I am now directed to submit for the consideration of Government.

1st.—AMENDMENTS—

In section 2, in the last clause of sub-section 2, the Sub-Committee suggest after the words "any figure," the insertion of the word "*numeral*," and after the words "word or mark," the word insertion of the words "or arrangement or combination thereof."

- In the same section 2, in sub-section 4, before the words "trade or manufacture" they suggest the addition of the word "merchandise."

In Section 3—"479," after the word "belongs" the Sub-Committee would add the words "or has belonged ;" and in section 3—"481," after the words "such receptacle so marked belong," they would add the words, "or have belonged," and after the words "a person to whom they," the words "do not or did not."

Section 3—"485," the words "or firm" should, the Sub-Committee suggest, be omitted.

Section 3—"486," after the words "any goods" the Sub-Committee would add the words "or things" and after the words "or property mark" they would insert "*or any mark so nearly resembling a trade mark or property mark as to be calculated to deceive.*"

In section 3—"489," after the words "*defaces*" the Sub-Committee suggest the insertion of the words "*or adds to*" and in the marginal note to this section after "*defacing*" the words "*or adding to*,"

Section 4, in sub-section I., the word "*numerals*" should be added after the word "*figures*."

Section 4, sub-section III. This sub-section, as amended by the Sub-Committee, would run as follows,—the amendments are italicised :—

"*Any trade description, statement or other indication, direct or indirect, which denotes or implies that there are contained in any goods to which it is applied more yards, feet or inches, or weight, than there are contained therein standard yards, standard feet, or standard inches, or weight, is a false trade description.*"

Section 10 (e)—(II.) After the words "*name or trade mark*" the Sub-Committee think it would be well to add the words "*and in the same language.*"

11—19 A—(3.) After the words "*in equally large and conspicuous letters*" there should be inserted the words "*in the same language.*"

3. The Committee of the Chamber of Commerce have given the above verbal amendments of the Bill their best attention, and accord them their approval. They would, therefore, beg to commend them to the consideration of the Legislature.

There is, however, one amendment which seems to have escaped notice by the Sub-Committee, but which the Committee of the Chamber venture in this place to recommend in order to make clause (a), sub-section 2 of section 2 of the Bill more readily workable. In clause (a), after the word "*measure*" it would be well to add the words "*counts of bundled yarns, width, length.*"

4. I come now to the suggestions put forward in their report by the Sub-Committee.

2nd.—SUGGESTIONS.

The Committee of the Chamber quite share the views of the Sub-Committee that, wherever possible, it would be an advantage if the Indian law followed the arrangement and the wording of the English Act of 1887 (Act 50 and 51 Vict., c. 28), and they are glad to notice from the evidence contained in the Bill itself that this suggestion appears to have been present to the mind of the framer of the Bill. A close resemblance between the English and Indian enactments is desirable to meet the circumstances of the great trade between the two countries, and in order to secure to Indian litigants under the Act the benefit of the working of the similar Act in England.

As regards what should be considered a "*material difference*," that is, a difference, or variation in the length of piece-goods sufficient to call for an appeal to the Act, the Committee of the Chamber of Commerce are quite prepared, should Government deem such a course ad-

visable, to call a Special General Meeting of the Chamber to decide, by a rule of the Chamber, the following points :—

- (a) To decide, as regards variations in the length of piece-goods, what shall be held to constitute a "material difference."
- (b) How the measurement of piece-goods and goods sold by length shall be made, that is, whether by the measurement of standard yards on the table or on measuring hooks.
- (c) The marking of nett weight of yarns.

I am to say that in making this suggestion the Committee are actuated by a desire to secure the efficient and easy-working of the Act, and have in view the example set by the Manchester Chamber of Commerce when the English Act of 1887 became law.

5. A very important suggestion put forward by the Sub-Committee — though with one dissentient — is that the stamping upon all goods sold by length or the piece, of the length of such goods in standard yards of 36 inches or fractions of a yard, should be made compulsory.

The Committee of the Chamber of Commerce have, after special consideration of the principle here involved, come to the decision that the interests of the trade generally, of the honest trader, and of the Indian consumer, require them to give to this recommendation their strong support. The scope of the "Indian Merchandise Marks Act" is so wide that as regards goods sold by length, a door would be left open for a resort to those fraudulent practices the measure is intended to combat, if the importation of goods not bearing a stamp of length were permitted. The Committee have made enquiries which satisfy them that even in Calcutta this way of escaping the provisions of the Act has already begun to be availed of, and they have reason to believe that the importation of goods having no stamp of length is on the increase.

Some five years ago a powerful agitation against "unstamped goods" sprung up in Bombay and led to a combination on the part of native dealers which resulted in the almost total displacement of such goods in the Bombay market. The agitation spread to Calcutta, where it forced itself on the consideration of the Chamber of Commerce, and induced the Committee to sanction special arrangements for the protection of native buyers, not only against goods not stamped with an indication of length, but also against goods incorrectly so stamped. To day the Committee feel themselves justified in saying that the experience of the various Indian import markets points very clearly to the mischief which will result from allowing goods to be brought forward for sale bearing no indication of their length, and on this point they would ask to be excused if they briefly mention some of the evidence which has been put before them.

In Calcutta itself a trading firm in the import trade felt themselves compelled to stamp the length on certain goods, because they discovered that the goods they had imported unstamped were being fraudulently stamped in the bazaar.

At Karachi the importation of unstamped goods has quite recently almost disorganised that market. The Committee have before them

a notice, published at Karachi, and dated 1st of October, 1888, in the Sindhi, Marwari, Persian, and Arabic languages, which runs as follows :—

“ Notice—Caution.

“ Dealers in European piece-goods are warned that for some time past goods have been imported and sold in the Karachi market bearing no length stamp, as has been the invariable custom up to this time.

“ Buyers of goods without length stamp plainly written on each piece run risk of being deceived.”

The state of things which has given rise to the necessity for such a notice as that just quoted would probably cause at Karachi, as it did in Bombay and Calcutta, a combination amongst dealers against the purchase of unstamped goods ; and, as at Bombay and Calcutta, such a combination would not do more than check, to a greater or less extent, the evil at which it was directed, and would fail to stop it altogether. The question which thus forces itself upon the consideration of the Legislature is whether such an Act, as the Indian Merchandise Marks Act, being under consideration, the mercantile communities of India should be left to combat an admitted mercantile mischief by the proved ineffective means of combinations amongst native buyers.

The Committee of the Chamber of Commerce are in a position to supplement what they have said above by evidence, not only weighty in itself, but so independent in character, as, in their opinion, to increase its value. During the discussions on the Bill the Committee received from Mr. James Kerr Bell, a member of the Manchester Chamber of Commerce, a letter dated from Madras, December the 19th, 1888, in which that gentleman says :—

“ I find in my visits to the Indian bazaars that the omission of length stamps is a source of great misrepresentation in the sale of piece-goods. I would suggest that the new Act should make the stamping of exact length compulsory. In this way the honest trader would be protected from the many underhand ways which are at present in vogue to elude the scope of the English Act.”

6. I will now revert to the other suggestions placed before the Chamber by the Sub-Committee. They are of opinion that the definition of “ person ” in section 3 of the English Act should be incorporated with the definitions given in section 2 of the Indian Bill ; and that an “ explanation ” should be attached to this section to the effect that “ a yard means a standard yard of 36 Imperial British inches and that a ‘ bank of yarn ’ means a length of 840 standard yards of yarn.”

They also suggest that, in addition to clauses (a) and (b) of sub-section 3 of section 3 of the Act of 1887, clause (c) of the sub-section should be adopted as part of sub-section 2 of section 4 of the Bill. Clause (c) runs as follows :—

“ (c) Are either those of a fictitious person or of some person not *bonâ fide* carrying on business in connection with such goods.”

The Committee support these suggestions, and, as regards the latter, they would say that, in a country where it has been found desir-

able to legislate against *benamée* transactions, the necessity for such a provision in the Bill must be so patent as to call for no detailed remarks.

The Committee also agree with the suggestion of the Sub-Committee that it would be a great advantage if, instead of leaving the working of the Act to rules to be framed after it has been passed into law, the procedure to be followed could be made a part of the Act itself. They also support the suggestion that a new sub-section (4) should be added to section 4 of the Bill, as follows :—

“Section 4—(4). Courts, under this section, with respect to the mode of measurement and limits of variation permissible in certain goods, shall observe any instructions which the Governor-General in Council may issue for their guidance.”

The question of costs and their apportionment by the Courts should not escape attention. In this connection the Committee are at one with the Sub-Committee, when they would include in the Bill section 14 of the English Act of 1887. They also think there is great force in the proposal that a provision governing “search” on the lines of section 12 of the similar English Act should find a place in the Indian measure.

The last recommendations put forward by the Sub-Committee would leave all prosecutions under the Act to be conducted by the Public Prosecutor, and would fix, as in section 15 of the Act of 1887, some limit to the time within which prosecutions for offences against the Act might be commenced.

The Committee venture to think that both of these suggestions will commend themselves to the Legislature. They are reasonable in themselves and are called for by the circumstances with which the Bill is intended to deal.

7. The Committee have now reviewed the suggestions of the Sub-Committee, and would supplement what has been said above by drawing attention to a few additional points which have occurred to them in going carefully through the Bill.

They think that, as in section 11 of the English Act, some provision should be made in this Bill for the punishment of accessories.

They also think that it would be well to bring section 3—“478” into agreement with section 4(1), and with this view they would suggest the addition to section “478,” as amended by the Bill, of the following words :—

“And any such figure, numerals, words or marks, or arrangement or combination thereof, whether including a trade mark or not, as are referred to in clause (1) of section 4 of this Act.”

8. The Committee direct me to say that section 12 of the Bill requires special attention. It is copied with a few verbal alterations from section 17 of Act 50 and 51 Vict., c. 28. It is strange that such a provision should have been left unchallenged in England, and that its scope should have been misunderstood in India. It deals “with implied warranty on sale of marked goods,” and lays down the rule that the seller of any goods to which a trade mark or marks or trade description has been applied shall be deemed to warrant that such

marks are genuine and not counterfeit or falsely used,—“ unless the contrary is expressed in some writing by or on behalf of the seller and delivered at the time of the sale or contract to, and accepted by, the buyer.” Does this provision take the buyer out of peril under the Act, or does it release the seller, or does it make the transaction, as regards both buyer and seller, free from the penalties of the Act? As the section stands it appears to leave open a door for collusive action between the vendor and vendee, by which they might elude the operation of the Act. The Committee would commend these considerations to the attention of the Legislative Council. It could never have been the intention of the Imperial Legislature to stultify the elaborate provisions of the English Act by the easy expedient of a confession in writing on the part of the seller that the marks on the goods he was selling were not genuine, were counterfeit or were falsely used.

9. With these remarks the Committee close their criticisms of the Bill. They cannot refrain from bearing their testimony to the great care and skill which has been shown in the confessedly difficult task of adapting the English Act to the circumstances of trade in India. They regard the Bill as a much needed advance in the direction of affording protection to the honest trader, as well as to the Indian consumer; and they note with satisfaction that the Bill deals impartially with all classes of goods, whether of British, or foreign, or Indian manufacture.

10. In conclusion, it occurs to them to suggest that the working of the Act may perhaps, later on, call attention to the present inconvenient standard of weight. The matter forced itself upon the attention of the Sub-Committee; and, although the Committee of the Chamber do not now feel called upon to enter upon its discussion, they are yet of opinion that it is one as regards which the operation of the Act should be carefully watched.

I am to say that, with the view to save time, a copy of this communication has been forwarded direct to the Government of India.— I have, &c.,

S. E. J. CLARKE, Secretary.

APPENDIX D.

BILL TO ESTABLISH A LEGAL STANDARD OF LENGTH FOR INDIA.

No. 1323 OF 1888.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28th April 1888.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to declare the imperial standard yard for the United Kingdom to be the legal standard measure of length in British India, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill on or before the 15th May next.—I have, &c.,

E. LAWRENCE,
Acting Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

This Bill, declaring the imperial standard yard for the United Kingdom to be the legal standard measure of length in British India, is preliminary to intended legislation on the lines of the Merchandise Marks Act, 1887 (50 and 51 Vic., c. 28).

16th March 1888.

ANDREW R. SCOBLE.

A BILL TO DECLARE THE IMPERIAL STANDARD YARD FOR THE UNITED KINGDOM TO BE THE LEGAL STANDARD MEASURE OF LENGTH IN BRITISH INDIA.

Whereas it is expedient to declare the imperial standard yard for the United Kingdom to be the legal standard measure of length in British India ; it is hereby enacted as follows :—

1. (1) This Act may be called the Measures of Length Act, 1888.

(2) It extends to the whole of British India ; and
Title, extent and com-
mencement. (3) It shall come into force on the first day of January 1889.

2. The imperial standard yard for the United Kingdom shall be the legal standard measure of length in British India and be called the standard yard.

3. An accurate copy, approved as such by the Governor-General in Council, of the imperial standard for determining the length of the imperial standard yard for the United Kingdom shall be kept in such place within the limits of the Town of Calcutta as the Governor-General in Council may prescribe, and shall be the standard for determining the length of the standard yard.

4. One-third part of the standard yard shall be called a standard Standard foot and inch. foot, and one thirty-sixth part of such a yard shall be called a standard inch.

5. Any measure having stamped thereon or affixed thereto a certificate purporting to be made under the authority of the Governor-General in Council or of a Local Government, and stating that the measure is of the length of the standard yard or that a measure marked thereon as a foot or inch is of the length of the standard foot or standard inch, as the case may be, shall, when produced before any Court by any public servant having charge of the measure in pursuance of any direction published in an official Gazette by order of the Governor-General in Council or the Local Government, be deemed to be correct until its inaccuracy is proved.

6. A public servant having in pursuance of such a direction charge of such a measure as is mentioned in the last foregoing section shall allow any person to inspect it free of charge at all reasonable times and to compare therewith or with any measure marked thereon any measure which such person may have in his possession.

7. There shall be kept by the Commissioner of Police in the Town of Calcutta under section 55 of the Calcutta Police Act, 1866, by the Commissioner of Police in the Town of Madras under section 44 of the Act of the Governor of Fort St. George in Council No. VIII. of 1867, by the Presidency Magistrates in the Town of Bombay under section 17 of Act XLVIII. of 1860 as amended by the Act of the Governor of Bombay in Council No. IV. of 1882, and by the Magistrate under section 20 of Regulation XII. of 1827 of the Bombay Code, such certified measures of the standard yard, standard foot and standard inch as are mentioned in section 5.

BOMBAY CHAMBER OF COMMERCE, 5th May 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—I have the honour, by direction of the Committee of the Chamber of Commerce, to acknowledge receipt of

your letter No. 1323 of 28th ultimo, covering copy of a Bill to declare the imperial standard yard for the United Kingdom to be the legal standard of length in British India, on which you desire the opinion of the Chamber.

2. The draft Bill having been carefully considered by the Committee, I am directed to inform you that its provisions meet with their entire approval, and they hope to learn that it has been passed into law without delay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX E.

BILL TO PROHIBIT THE MAKING OR ISSUE OF COINS OR IMITATIONS OF COINS BY PRIVATE PERSONS.

No. 1555 OF 1888.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 6th March 1888.

The SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to prohibit the making or issue by private persons of pieces of metal for use as money and the making of coins in resemblance or similitude of coins of foreign States, with a Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce on the provisions of the Bill.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The main object of this Bill is to prohibit the manufacture and issue, and restrict the circulation, of stamped or unstamped pieces of copper such as, during the recent depression in the value of that metal, private traders at Jugadri, Gaya, Ludhiana, Beawar and other places have been making and issuing in large quantities for use as money. The pieces circulate at much above their intrinsic value, and their circulation both deprives the taxpayers of this country of that profit on coinage of copper which belongs to every Government, and perpetuates the currency of an inconvenient form of coin.

The other object of the Bill is to suppress the manufacture in British India of coins resembling or apparently intended to resemble or pass for coins which are legal tender or in actual use and circulation in any foreign country.

17th February 1888.

J. WESTLAND.

A BILL TO PROHIBIT THE MAKING OR ISSUE BY PRIVATE PERSONS OF PIECES OF METAL FOR USE AS MONEY AND THE MAKING OF COINS IN RESEMBLANCE OR SIMILITUDE OF COINS OF FOREIGN STATES.

Whereas it is expedient to prohibit the making or issue by private persons of pieces of metal for use as money and the making of coins in resemblance or similitude of coins of foreign States ; It is hereby enacted as follows :—

Title, extent and commencement. 1. (1) This Act may be called the Metal Tokens Act, 1888.

- (2) It extends to the whole of British India ; and
- (3) It shall come into force at once.

2. In this Act "issue" means to initiate the circulation, for use as money, of any piece of metal manufactured in contravention of this Act or brought into British India by sea or by

Definition.

land in contravention of any notification for the time being in force under section 19 of the Sea Customs Act, 1878.

3. (1) No piece of copper or bronze, or of any other metal or mixed metal, which, whether stamped or unstamped, is intended or likely to be used as money, shall be made or issued except by the authority of the Governor General in Council.

Prohibition of making or issue by private persons of pieces of metal to be used as money.

(2) Any person who in contravention of sub-section (1) makes any such piece as is mentioned in that sub-section shall be punished—

(a) if a previous conviction under this section is not proved against him, with imprisonment which may extend to three years, or with fine, or with both ; or,

(b) if a previous conviction under this section is proved against him, with imprisonment which may extend to seven years, or with fine, or with both.

(3) Any person who in contravention of sub-section (1) issues any such piece as is mentioned in that sub-section shall be punished—

(a) if a previous conviction under this section is not proved against him, with imprisonment which may extend to one year, or with fine, or with both ; or,

(b) if a previous conviction under this section is proved against him, with imprisonment which may extend to seven years, or with fine, or with both.

(4) Any person convicted of an offence under sub-section (2) or sub-section (3) shall, in addition to any other punishment to which he may be sentenced, forfeit all such pieces as aforesaid which may have been found in his possession or under his control, and all materials and implements so found which are capable of being used for the making of such pieces.

(5) Any officer in charge of a police-station who has reason to believe that any place within the limits of his station is being used for the making of such pieces, may enter and search the place and seize and carry away any such pieces, and any materials and implements capable of being used for the making thereof, which he may find there.

(6) Where the offence of issuing such pieces in contravention of sub-section (1) is not a cognizable offence within the meaning of that expression as defined in the Code of Criminal Procedure, 1882, it shall not be taken cognizance of by any Presidency Magistrate without the previous sanction of a Commissioner of Police, or by any other Magistrate, except a District Magistrate, without the previous sanction of the District Magistrate.

(7) If in the trial of any offence under sub-section (2) or sub-section (3) the question arises whether any piece of metal or mixed metal was intended or likely to be used as money, the burden of proving that the piece was not intended or likely to be so used shall lie on the accused person.

4. If at any time the Governor General in Council sees fit, by notification under section 19 of the Sea Customs Act, 1878, to prohibit or restrict the bringing by sea or by land into British India of any such pieces of metal as are mentioned in the last foregoing section, he may by the notification direct that any person contravening the prohibition or restriction shall be liable to the punishment to which he would be liable if he were convicted under this Act of making such pieces in British India, instead of to the penalty mentioned in section 167 of the Sea Customs Act, 1878, and that any of the provisions of the last foregoing section of this Act with respect to the offence of making such pieces or to the trial of such an offence shall apply, so far as they can be made applicable, to the offence of contravening the prohibition or restriction notified under section 19 of the Sea Customs Act, 1878, or to the trial of any such offence.

Application of provisions of the last foregoing section to importation of pieces of metal for use as money.

Prohibition of receipt by local authorities and railways as money of metal which is not coin.

5. No piece of metal which is not coin as defined in the Indian Penal Code shall be received as money by or on behalf of any local authority or railway administration.

6. If any person without lawful authority in this behalf makes any kind of coin resembling or apparently intended to resemble or pass for any coin, as defined in the Indian Penal Code, which is a legal tender, or is in actual use and circulation as money, in the territories of any foreign Prince or State, he shall be punished with imprisonment which may extend to seven years, or with fine, or with both.

BOMBAY CHAMBER OF COMMERCE, 15th March 1888.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1555, of 6th instant, covering copy of a Bill to prohibit the making or issue by private persons of pieces of metal for use as money, and the making of coins in resemblance of coins of foreign States, on which you request the opinion of the Chamber.

2. In reply, I am directed to say that the provisions of the proposed enactment meet with the approval of the Chamber, and my Committee trust the measure may be passed into law without delay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX F.

BILL TO REGULATE THE DUTY PAYABLE ON SALT WHERE THERE HAS BEEN AN ALTERA- TION IN THE RATE.

No. 5235 OF 1888.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd August 1888.*

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR.—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to regulate the payment of duty in respect of salt where there has been an alteration of the rate of duty payable in respect thereof, with a Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce on the provisions of the Bill.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

By the operation of the proviso to section 37 of the Sea Customs Act, 1878, an enhancement of the salt-duty does not come into effect with respect to sea-borne salt for two or three months after it is proclaimed. As the effect upon prices is immediate, the result is that the consumer has to pay as much as if the salt bore the enhanced rate of duty, but the increase which he pays goes not to the Treasury but to the individuals who happen to be the owners of the salt which is at sea on its way to India. The first object of the present Bill is to claim for the Treasury this enhancement of the price which the fiscal action of the Government in enhancing the duty enables the holder to realize from the consumer.

Opportunity has been taken to define the operation of enhancements and reductions of duty with respect to salt manufactured in India. It is the object of the Government to give all possible facilities to the trade for the payment of duty and the purchase of salt. It is necessary to define, with reference to the procedure adopted for this purpose, the exact incidence of an enhancement or reduction of duty, so as to avoid claims and contentions which have arisen on past occasions of the alteration of the rate of duty.

25th July 1888.

J. WESTLAND.

A BILL TO REGULATE THE PAYMENT OF DUTY IN RESPECT OF SALT WHERE THERE HAS BEEN AN ALTERATION OF THE RATE OF DUTY PAYABLE IN RESPECT THEREOF.

Whereas it is expedient to regulate the payment of duty in respect of salt where the duty payable in respect thereof has been either enhanced or reduced ; it is hereby enacted as follows :—

Title and extent.

1. (1) This Act may be called the Salt-duty Act, 1888 ; and

(2) It shall extend to the whole of British India.

Definition.

2. In this Act, “ manufacture,” used with reference to salt, has the meaning assigned thereto by the Indian Salt Act, 1882.

Provisions applicable on alteration of rate of duty. 3. Where the rate of duty payable in respect of salt is enhanced or reduced, the provisions of the following clauses shall apply :—

(1) the rate of duty payable in respect of salt manufactured otherwise than by or on behalf of the Government in any part of British India, or in respect of salt so manufactured beyond British India and imported by land into any part of British India, shall be the rate in force in that part under section 7 of the Indian Salt Act, 1882, on the day on which the duty in respect of the salt is paid to the Government :

(2) the rate of duty payable in respect of salt manufactured by or on behalf of the Government in any part of British India, or in respect of salt so manufactured beyond British India and imported by land into any part of British India, shall be,—

(a) when the duty payable in respect of the salt has been paid to the Government before the time appointed for the enhancement or reduction of the rate of duty to take effect, then the rate in force in that part as aforesaid on the day on which the duty was so paid to a person having authority to receive it on behalf of the Government on that day, and

(b) in any other case, the rate in force in that part as aforesaid on the day on which the duty in respect of the salt is paid to the Government :

provided, with respect to article (a) of this clause, that, where the rate of duty is reduced, a person who has paid duty in respect of salt on any of the three days immediately preceding the time appointed for the reduction to take effect shall, in respect of so much of the salt as has not before that time been delivered at the place of manufacture either to him or a person authorized to hold the salt on his behalf or to a railway administration or other carrier for carriage to his order, be entitled to a refund of the difference between the duty which he has paid and the reduced duty ;

(3) the rate of duty payable in respect of salt imported into any part

of British India by sea shall be the rate in force in that part as aforesaid on the day on which entry thereof is made for home consumption, or, in the case of salt of which entry has been made for warehousing, the rate so in force in that part on the day on which the salt is cleared for home-consumption.

4. The provisos to section 37 of the Sea Customs Act, 1878, shall not apply to salt, and this Act shall take effect notwithstanding anything in that Act or in any other enactment for the exclusion of operation of other enactments. time being in force.

BOMBAY CHAMBER OF COMMERCE, *9th August 1888.*

The UNDER-SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 5235 of the 3rd instant, together with a copy of a “Bill to regulate the payment of duty in respect of salt where there has been an alteration of the rate of duty payable in respect thereof,” on the provisions of which the opinion of the Chamber of Commerce is solicited.

The Bill having been considered by the Committee of the Chamber, I am directed to inform you that its provisions meet with their entire approval.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX G.

DRAFT RULES UNDER THE NATIVE PASSENGER SHIPS ACT, X. OF 1887.

BOMBAY CHAMBER OF COMMERCE, 13th Dec. 1888.

The SECRETARY to GOVERNMENT, General Department.

SIR,—I have the honour, by direction of the Committee of the Chamber, to request that you will be good enough to favour them with 12 copies of the draft rules under the Native Passenger Ships Act, X. of 1887, as published in the Bombay Government Gazette of 29th ultimo.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4537 OF 1888.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 21st December 1888.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—As requested in your letter of the 13th instant, I am directed to forward herewith twelve copies of the draft rules under the Native Passenger Ships Act, X. of 1887.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 13th November 1888.

No. 3989.—The following Notification containing draft rules which the Governor General in Council proposes to prescribe under Section 53 of the Native Passenger Ships Act, X. of 1887, is published for general information. The draft rules will be taken into consideration by the Governor General in Council within one month from the date of the publication of this Notification :—

“ DRAFT II.

In exercise of the powers conferred by Section 53 of the Native Passenger Ships Act, X. of 1887, and in supersession of the Notifications hereunder mentioned, namely,—

Revenue, Agriculture, and Commerce Department—

No. 298, dated 8th August 1877,

No. 502, dated 20th September 1878,

No. 546, dated 8th November 1878 ;

Finance and Commerce Department—

No. 2032, dated 20th December 1879 ;

Home Department—

No. 112, dated 27th April 1882,

No. 220, dated 19th July 1882 ;

Finance and Commerce Department—

No. 1822, dated 23rd June 1882,

No. 142, dated 6th April 1883,

No. 3290, dated 19th September 1883,

No. 584, dated 5th February 1886 ;

the Governor-General in Council is pleased to make the following rules :—

[*Note.*—The following rules do not modify or affect the rules relating to the pilgrim traffic between India and the Red Sea ports contained in the Notification of the Department of Finance and Commerce, No. 986, dated the 15th February 1884, or any other subsequent Notifications or rules concerning the said traffic issued in modification of the said Notification.]

A.—Food, fuel, and water.

I.—(1) In the case of every ship to which the said Act applies, the scale on which food, fuel, and water are to be supplied to the passengers per head per diem shall, subject as regards food to the provisions of section 17 of the Act, be as follows :—

	For passengers bound for ports within 48 hours' sail.	For passengers bound for ports over 48 hours' sail.
(a) <i>Food of fair quality—</i>		
Rice	1 lb.	1 lb.
Flour or ship's biscuit	4 oz.	4 oz.
Pulse	4 oz.	4 oz.
Ghee or oil	$\frac{1}{2}$ oz.	1 oz.
Onions	2 oz.	2 oz.
Pumpkins, yams or other vegetables	.....	2 oz.
Tamarind ... ..	.....	1 oz.
Condiments (chillies, garlic, coriander seed, and turmeric) ...	$\frac{1}{2}$ oz.	$\frac{1}{2}$ oz.
Salt	$\frac{1}{2}$ oz.	$\frac{1}{2}$ oz.
(b) <i>Fuel—</i>		
Firewood	2 lbs.	2 lbs.
(c) <i>Water—</i>		
Fresh water to be stored in iron * tanks or sweet casks	1 imperial gall.	1 imperial gall.

[*Note.*—In the case of ships sailing from ports in the Presidency of Madras, the scale of tamarind, condiments, and salt shall be double that specified above, and one ounce of tamarind shall be supplied in the case of passengers bound for ports within 48 hours' sail.]

(2) In the case of steam-ships carrying an apparatus for distilling fresh from salt water, a supply equal to five-sevenths of a gallon per head per diem shall suffice.

(3) In Calcutta, Bombay, and Rangoon such water shall be obtained from the municipal pipes, and in Chittagong from the port water-works.

B.—Medical stores and other appliances and fittings for maintaining health, cleanliness and decency.

II.—(1) Every such ship shall have on board,—

(a) if she carry a surgeon, a supply of medicines and surgical appliances as set forth in Schedule A, hereunto annexed ;

(b) if she do not carry a surgeon, a supply of medicines and appliances as set forth in Schedule B, hereunto annexed, together with written or printed instructions for their use in a language which the commander or some other officer of the ship can read ; provided that if the ship is about to commence a ' short voyage ' only as defined by section 5 of the Act, the ship need only have on board the medicines and surgical appliances mentioned in Schedule C, hereunto annexed.

(2) The medicines and surgical appliances above specified shall be supplied for the use of the passengers whenever circumstances so require ; and if the medical officer, or, where there is none, the master of the ship, omits, when circumstances so require, to supply the same, he shall be punished with fine which may extend to two hundred rupees.

III.—(1) Every such ship carrying more than one hundred passengers as defined in the Act shall have the following hospital accommodation, or the following materials for the construction of hospital accommodation, for the passengers :

A.—In the case of ships making long voyages.

(a) There shall be a permanent hospital set apart on the upper deck and fitted up either in the poop or deck-house. This hospital shall contain not more than six bunks, and shall have a superficial deck area of at least 144 feet, and not less than 864 cubic feet of air space. It shall be lighted and ventilated to the satisfaction of the surveying officers, and shall be provided with a raised floor or platform at least four inches off the deck. Every permanent hospital must be made as secure as any other deck-house, and the roof must be well caulked and covered with painted canvas. In all such permanent hospitals, iron fittings are preferable to wood. No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in the permanent hospital.

(b) To provide for the treatment of such cases of sickness as it may be considered desirable to separate (such as small-pox, cholera, yellow fever, or plague), and for any general outbreak of sickness when the permanent hospital accommodation becomes insufficient, each ship shall carry the materials for the construction of a temporary hospital upon its upper deck. The part of the upper deck upon which such hospital shall be erected shall be pointed out and measured off by the surveying officers. The framework of the hospital may be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof must be tented, and both that and the side walls must

be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor shall be not less than 144 feet, and such floor shall be raised at least four inches from the deck. Sheet iron is preferable as the material of the floor.

B.—In the case of ships making short voyages.

- (c) Each ship shall carry the materials for the erection of a temporary hospital, as described in clause (b) above, for the treatment of cases of the kind referred to in the said clause, provided that the superficial area reserved for such hospital need not be more than 72 feet. This space must always be deducted from the area measured for passengers on board such ships.

(2) The permanent hospital, in the case of ships provided with the same, shall be available at all times for the use of sick passengers (other than those suffering from small-pox, cholera, yellow fever, or plague), and the temporary hospital shall always be erected at once and made available for the use of sick passengers whenever the circumstances as described above so require.

(3) If the master of any ship omits either to keep any hospital available for the use of sick passengers or to erect a temporary hospital as required by this rule, he shall be punished with fine which may extend to two hundred rupees, and with a further fine of twenty rupees for every day after the first during which the omission continues.

IV.—(1) Every such ship shall be fitted with not less than two privies sufficiently screened from public view and readily accessible and available at all times for the use of the passengers, and with one more such privy for every 100 passengers, or part of that number, carried in excess of 100; but no privies shall be allowed in the between-decks.

(2) A proportion of such privies, in any case not less than one, if there be any females among the passengers, shall be set apart for the exclusive use of females, such proportion corresponding, as nearly as may be, to the proportion of female to male passengers.

V.—Every such ship shall be provided with and have available for the use of the passengers not less than two places for washing sufficiently screened from public view, whereof a full proportion, as described in Rule IV., shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

VI.—On every such ship cattle shall be kept securely penned in, so as not to inconvenience the passengers.

VII.—(1) Every such ship shall be provided with not less than two cabooses, or cooking ranges, on deck, properly housed and covered, to which passengers shall have ready access at certain times in each day. The ranges shall be made of substantial plate-iron lined inside with bricks, and raised at least four inches from the deck, with an outlet or chimney at the top for the escape of smoke. Each range shall contain at least five cooking places, and an additional range shall

be provided for every two hundred passengers carried in excess of one hundred. Cooking on board in the passengers' own stoves is prohibited, and any passenger so cooking or attempting to cook shall be punished with fine which may extend to one hundred rupees.

(2) The crew of the ship shall not be allowed to use the cooking ranges set apart for passengers during the period passengers are on board, but shall be provided with a separate cooking range.

(3) In the case of ships engaged in the coasting trade and carrying passengers on short voyages from port to port, who do not ordinarily cook food on board, the number of cooking ranges may be reduced to such number, not being less than two, as may seem adequate to the requirements of the passengers.

VIII.—The master of any ship omitting to keep any privy, washing-place, or cooking-range available for the use of the passengers, or any cattle securely penned in, or allowing the crew of the ship to use any cooking-range set apart for passengers in breach of the foregoing rules, shall be punished with fine which may extend to two hundred rupees, and when the breach is a continuing one, with a further fine of twenty rupees for every day after the first during which the breach continues.

C.—Boats, anchors, and cables.

IX.—Every such ship shall be provided with boats according to the scale laid down in the annexed Schedule, all such boats being fully fitted with all usual appliances.

Schedule of Boat accommodation.

Registered tonnage of ship.	Number of boats not less than	SAILING VESSELS.		STEAM VESSELS.	
		Minimum cubic contents of life-boats.	Minimum cubic contents of all the boats of the ship.	Minimum cubic contents of life-boats.	Minimum cubic contents of all the boats of the ship.
		Feet.	Feet.	Feet.	Feet.
Less than 200 tons	2	90	236·4	138	368·4
200 tons and less than 400 tons...	3	120	427·2	181·2	657
400 " " 600 " ...	4	150	723	198	877·2
600 " " 800 " ...	5	198	1,038	198	1,038
800 " " 1,000 " ...	5	240	1,227	240	1,227
1,000 " " 1,250 " ...	6	540	1,527	540	1,527
1,250 " " 1,500 " ...	6	540	1,800	540	1,800
1,500 " upwards	7	556·8	2,160	556·8	2,160

In ships of 200 tons and upwards, no boat of less than 90 feet of cubical contents is to be counted in the number.

In ships of 600 tons and upwards, two of the boats should be life-boats.

No greater number of boats need be taken than are sufficient to carry all the crew and passengers on board.

The cubic contents of the boats in the foregoing table are ascertained by multiplying their outside length, their outside width, and their inside depth together, and then the product by 0·6.

X.—Every such ship shall be provided with not less than three anchors and cables.

D.—Instruments for purposes of navigation.

XI.—Every such ship shall be provided with—

- (a) not less than two good compasses; and if she be an iron ship, with a record of the deviation of her compasses on every point entered in the log-book;
- (b) charts suitable for the voyage she is about to undertake;
- (c) not less than one chronometer, and not less than two sextants or quadrants and barometers, unless her size be under 240 tons, and she be bound on a short voyage, in which case it shall suffice if she be provided with a sextant or a quadrant.

E.—Apparatus for extinguishing, and precautions against, fire.

XII.—Every such ship shall be provided—

- (a) if she be a steam-ship, with hose sufficient to reach from her engines to her stem and taffrail;
- (b) if she be a sailing ship, with one fire-engine or force-pump, with hose sufficient to reach from her stem to her taffrail; and if her tonnage exceed 800 tons, with a second such engine or force-pump, with like hose; and
- (c) in the case both of steamships and sailing-ships, with fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

XIII.—If fire annihilators or fire-engines are carried, they shall be placed by the master under the special charge of one of the principal officers of the ship and the ship's carpenter, who should be held responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine shall be worked not less than once a week, and shall be kept in proper order. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire. The master of any such ship failing to comply with the requirements of this rule shall be punished with fine which may extend to two hundred rupees.

XIV.—The cargo of every such ship shall before leaving port be properly stowed away, and the decks cleared of any loose straw, hay, or other inflammable material. If any such ship leaves port without having the cargo so stowed and the decks so cleared, the master shall be punished with fine which may extend to two hundred rupees.

XV.—Immediately before leaving port, the passengers of every such ship shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have about them. Any passenger omitting or refusing to deliver up any such articles when called upon to do so, shall be punished with fine which may extend to one hundred rupees.

XVI.—No naked lights shall on any account be used in the hold or

store-rooms or in the between-decks, except under trustworthy superintendence. No person shall read in bed with a naked light. Smoking between-decks is strictly prohibited. Spirits must never be opened in the hold, but should be hoisted on deck for the purpose. Any person committing a breach of this rule shall be punished with fine which may extend to two hundred rupees.

Appliances for saving life and making signals of distress.

XVII.—Every such ship shall be provided with an adequate supply of life-buoys, not less than four for each vessel, signals of distress, and inextinguishable lights fitted for attachment to the life-buoys.

Miscellaneous.

XVIII.—Every such ship to which clause (4) of section 18 of the Act does not apply shall be provided with a single awning of stout canvas over the whole of the portion of the deck used by the passengers.

XIX.—In the case of every such ship about to proceed on a long voyage, the whole of the open space on the upper deck of the ship shall be left unencumbered, so as to be available for the use of passengers, or at least so much of that space shall be left unencumbered, as to allow not less than six superficial feet thereof for each passenger proceeding on the voyage.

XX.—(1) Certificate B, provided for in section 11 of the Act, shall not be granted until the officer appointed to grant the same is satisfied that, in addition to the food, fuel, and pure water required by clause (c) of that section, the medical stores and other appliances, the fittings for maintaining health, cleanliness, and decency, the boats, anchors, and cables, the instruments for purposes of navigation, the apparatus for extinguishing fire, the appliances for saving life and making signals of distress, the awning for the portion of the deck used by the passengers, and the upper-deck space for each passenger required by the foregoing rules have also been provided on board.

(2) The certificate B shall state that the same have been so provided.

SCHEDULE A.

[REFERRED TO IN RULE II. (a)]

Proportion of medicines necessary for a ship carrying native passengers on a "long voyage" and having on board a Surgeon.

Name of Medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Calomel	One ounce and a half.	Two ounces	Three ounces	Four ounces.
Blue pill	One ounce	Ditto	Ditto	Ditto.
Rhubarb powder	Ditto	Ditto	Ditto	Ditto.
Compound jalap powder	Six ounces	Eight ounces	Twelve ounces	Sixteen ounces.
Ipecacuanha powder	Two ounces	Two ounces and a half	Three ounces	Three ounces and a half.
Vin. Ipecac	One ounce	One ounce	One ounce	One ounce.
Opium	Ditto	Two ounces	Three ounces	Four ounces.
Dover's powder	Ditto	One ounce and a half	Two ounces	Three ounces.
Magnesia	Ditto	Two ounces	Three ounces	Four ounces.
Epsom salts	Three pounds	Six pounds	Nine pounds	Twelve pounds.
Tartar emetic	Two drachms	Four drachms	Six drachms *	One ounce.
Quinine	One ounce	One ounce	Two ounces	Two ounces and a half.
Antimonial powder	Two drachms	Four drachms	Six drachms	One ounce.
Extract of colocynth comp	Four drachms	One ounce	One ounce and a half	Two ounces.
Carbonate of ammonia	One ounce	Ditto	Ditto	Ditto.
Assafoetida	Four drachms	Ditto	Ditto	Ditto.
Camphor	Six drachms	Ditto	Ditto	Ditto.
Camphorated liniment	Eight ounces	Twelve ounces	Sixteen ounces	Twenty ounces.
Catechu	One ounce	Two ounces	Three ounces	Four ounces.

Prepared chalk	One ounce	Two ounces	Three ounces	Four ounces.
Tincture of opium	Four ounces	Six ounces	Eight ounces	Twelve ounces.
Turpentine	Four ounces	Eight ounces	One pint	Twenty ounces.
Senna leaves	Four ounces	Eight ounces	Twelve ounces	One pound.
Blistering plaster	Ditto	Six ounces	Eight ounces	Twelve ounces.
Sulphur sublimed	Eight ounces	Ten ounces	Twelve ounces	One pound.
Sulphur ointment	Six ounces	Eight ounces	Ditto	Ditto.
Linseed flour	Two pounds	Four pounds	Six pounds	Eight pounds.
Country soap	Twelve ounces	One pound and a half.	Two pounds	Three pounds.
Castor-oil	Three bottles	Six bottles	Eight bottles	Twelve bottles.
Oil of peppermint	One ounce	Two ounces	Two ounces	Two ounces.
Adhesive plaster (spread)	One yard	Two yards	Two yards	Two yards.
Simple ointment	Eight ounces	Twelve ounces	One pound	One pound and a half.
Ringworm ointment	Ditto	Ditto	Ditto	One pound and a quarter.
Chlorodyne	Two ounces	Two ounces	Three ounces	Three ounces.
Chloroform	One ounce	One ounce	Two ounces	Two ounces.
Aromatic spirit of hartshorn.	Two ounces	Three ounces	Three ounces	Three ounces.
Cholera pills in phial	Six dozens	Six dozens	Six dozens	Six dozens.
Sweet spirit of nitre	Eight ounces	One pound	One pound	One pound.
Sulphate of copper	One ounce	One ounce	One ounce	One ounce.
Sulphate of zinc	Half ounce	Half ounce	Half ounce	Half ounce.
Zinc oxide ointment	One ounce	One ounce	One ounce	One ounce.
Lunar caustic	Two drachms	Three drachms	Four drachms	Four drachms.
Hydrag. cum creta.	Ditto	Ditto	Ditto	Six drachms.
Plumbi acetæ	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Pulvis acaciæ	Two ounces	Three ounces	Four ounces	Six ounces.
Pulvis cretæ cum opio	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Acid, sulphuric dil	One ounce	One ounce, four drs.	Two ounces	Two ounces and four drachms.
Do, tartaric	Six drachms	One ounce, two drs.	One ounce, four drs	Two ounces.
Tinct. camp. comp.	Three ounces	Four ounces	Six ounces	Eight ounces.
Do. ferri sesquichl	One ounce	One ounce four drs.	Two ounces	Three ounces.
Soda sesquicarb	One ounce and four drachms.	Two ounces	Three ounces	Four ounces.

Name of Medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Chloride of zinc (Burnett's solution)	2 quarts	3 quarts	4 quarts	5 quarts.
Jeyes' perfect purifier (liquid.)	1 gallon	1 gallon	2 gallons	2 gallons.
Acid* carbolic	1 cwt.	1½ cwt.	2 cwt.	2½ cwt.
Jeyes' sanitary powder	One	One	One	One.
INSTRUMENTS.	One	One	One	One.
Glass measure (1 oz.)	One	One	One	One.
Glass measure (drop)	One	One	One	One.
Pestle and mortar (Wedge-wood).	One set	One set	One set	One set.
Scales and weights (grains)	One set	One set	One set	One set.
Splints (common)	Two ounces	Three ounces	Four ounces	Six ounces.
Lint (prepared)	One piece	Two pieces	Two pieces	Two pieces.
Cloth for bandage	One	One	Two	Two.
Lancets (bleeding)	One	One	One	One.
Silver catheter (middle size)	Six	Six	Six	Six.
Gum elastic catheter (of sizes).	One	One	One	One.
Spatula	One	One	One	One.
Scissors, dressing	One	One	One	One.
Infusion pots	One	One	One	One.
Bed pans (metal)	Two	Two	Two	Two.
Country paper	One quire	One quire	Two quires	Three.
Penknife	One	One	One	One.
Sago	Five pounds	Ten pounds	One	One.
Arrowroot	Ten pounds	Ten pounds	Fifteen pounds	Twenty pounds.
Small tin-box	One	One	One	One.
Enema	One	One	One	One.
Tooth instruments	One set	One set	One set	One set.

* A powder containing not less than 20 per cent. of pure carbolic or cresylic acid.

When the voyage which the passenger ship is about to make is longer than from any port in India to any port in the Red Sea, an additional quantity of the medicines above specified, to the extent of 25 per cent., should be carried.

SCHEDULE B.

[REFERRED TO IN RULE II. (b)]

Proportion of medicines necessary for a ship carrying native passengers on a "long voyage" and not having on board a Surgeon.

Name of Medicines, &c.	For 100 passengers and under.				For 200 to 300 passengers.				For 300 to 400 passengers.			
	For 100 passengers and under.				For 200 to 300 passengers.				For 300 to 400 passengers.			
Calomel	One ounce and a half.	Two ounces	Three ounces	Four ounces	Three ounces	Three ounces	Three ounces	Four ounces.	Four ounces.	Four ounces.	Four ounces.	Four ounces.
Blue pill	One ounce	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.	Ditto.	Ditto.	Ditto.	Ditto.
Compound jalap powder	Six ounces	Eight ounces	Eight ounces	Eight ounces	Twelve ounces	Twelve ounces	Twelve ounces	Sixteen ounces.	Sixteen ounces.	Sixteen ounces.	Sixteen ounces.	Sixteen ounces.
Ipecacuanha powder	Two ounces	Two ounces and a half.	Two ounces and a half.	Two ounces and a half.	Three ounces	Three ounces	Three ounces	Three ounces and a half.	Three ounces and a half.	Three ounces and a half.	Three ounces and a half.	Three ounces and a half.
Vin. Ipecac	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce.	One ounce.	One ounce.	One ounce.	One ounce.
Opium	Ditto	Two ounces	Two ounces	Two ounces	Two ounces	Two ounces	Two ounces	Two ounces.	Two ounces.	Two ounces.	Two ounces.	Two ounces.
Dover's powder	Ditto	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.	One ounce and a half.
Epsom salts	Three pounds	Six pounds	Six pounds	Six pounds	Nine pounds	Nine pounds	Nine pounds	Twelve pounds.	Twelve pounds.	Twelve pounds.	Twelve pounds.	Twelve pounds.
Quinine	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce	One ounce.	One ounce.	One ounce.	One ounce.	One ounce.
Antimonial powder	Two drachms	Four drachms	Four drachms	Four drachms	Six drachms	Six drachms	Six drachms	One ounce.	One ounce.	One ounce.	One ounce.	One ounce.
Assafoetida	Four drachms	One ounce	One ounce	One ounce	One ounce and a half.	One ounce and a half.	One ounce and a half.	Two ounces.	Two ounces.	Two ounces.	Two ounces.	Two ounces.
Camphor	Six drachms	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.	Ditto.	Ditto.	Ditto.	Ditto.
Camphorated liniment	Eight ounces	Twelve ounces	Twelve ounces	Twelve ounces	Sixteen ounces	Sixteen ounces	Sixteen ounces	Twenty ounces.	Twenty ounces.	Twenty ounces.	Twenty ounces.	Twenty ounces.
Prepared chalk	One ounce	Two ounces	Two ounces	Two ounces	Three ounces	Three ounces	Three ounces	Four ounces.	Four ounces.	Four ounces.	Four ounces.	Four ounces.
Tincture of opium	Eight ounces	Six ounces	Six ounces	Six ounces	Eight ounces	Eight ounces	Eight ounces	Twelve ounces.	Twelve ounces.	Twelve ounces.	Twelve ounces.	Twelve ounces.
Turpentine	Eight ounces	Twelve ounces	Twelve ounces	Twelve ounces	One pint	One pint	One pint	Twelve ounces.	Twelve ounces.	Twelve ounces.	Twelve ounces.	Twelve ounces.
Blistering plaster	Four ounces	Six ounces	Six ounces	Six ounces	Eight ounces	Eight ounces	Eight ounces	One pound.	One pound.	One pound.	One pound.	One pound.
Sulphur ointment	Six ounces	Eight ounces	Eight ounces	Eight ounces	Twelve ounces	Twelve ounces	Twelve ounces	Eight pounds.	Eight pounds.	Eight pounds.	Eight pounds.	Eight pounds.
Linseed flour	Two pounds	Four pounds	Four pounds	Four pounds	Six pounds	Six pounds	Six pounds	Three pounds.	Three pounds.	Three pounds.	Three pounds.	Three pounds.
Country soap	Twelve ounces	One pound and a half.	One pound and a half.	One pound and a half.	Two pounds	Two pounds	Two pounds	Twelve bottles.	Twelve bottles.	Twelve bottles.	Twelve bottles.	Twelve bottles.
Castor-oil	Three bottles	Six bottles	Six bottles	Six bottles	Eight bottles	Eight bottles	Eight bottles	Twelve bottles.	Twelve bottles.	Twelve bottles.	Twelve bottles.	Twelve bottles.

INSTRUMENTS.			
Glass measure (1 oz.)	One	One	One.
Glass measure (drop)	One	One	One.
Pestle and mortar (Wedge-wood).	One	One	One.
Scales and weights (grains)	One set	One set	One set.
Splines (common)	One set	One set	One set.
Lint (prepared)	Two ounces	Four ounces	Six ounces.
Cloth or bandage	One piece	Two pieces	Two pieces.
Silver catheter (middle size)	One	One	One.
Gum elastic catheters, of sizes	Six	Six	Six.
Spatula	One	One	One.
Scissors, dressing	One	One	One.
Infusion pots	One	One	Two.
Red pans (metal)	Two	Two	Three.
Counry paper	One quire	Two quires	Two quires.
Penknife	One	One	One.
Sago	Five pounds	Fifteen pounds	Twenty pounds.
Arrowroot	Ten pounds	Fifteen pounds	Twenty pounds.
Small tin-box	One	One	One.
Enema	One	One	One.
Tooth instruments	One set	One set	One set.

* A powder containing not less than 20 per cent. of pure carbolic or cresylic acid. When the voyage which the passenger ship is about to make is longer than from any port in India to any port in the Red Sea, an additional quantity of the medicines above specified, to the extent of 25 per cent., should be carried.

SCHEDULE C.

[REFERRED TO IN RULE II. (b)]

Quantity of medicines, surgical appliances, &c., necessary for a ship carrying native passengers on a "short voyage."

Aperient pills	...	...	...	3	dozens.
Common astringent pills	...	...	...	3	"
Cholera pills	...	...	...	6	"
Ipecacuanha powder	...	...	...	1	oz.
Quinine	...	...	...	1	"
Castor-oil	...	...	...	2	bottles.
Compound jalap	...	...	...	1	oz.
Adhesive plaster (spread)	...	...	...	1	yard.
Oil of peppermint	...	...	...	1	oz.
Scales and weights	...	...	...	1	set.
Splints, common	...	...	...	1	"

Disinfecting powder and fluid as in Schedule B and in the quantities mentioned in the second column of that schedule.

By order of H. E. the Right Hon. the Governor in Council,

J. NUGENT,
Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 2nd January 1889.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—The Committee of the Chamber having had under consideration the draft Rules under the Native Passenger Ships Act, X. of 1887, published in the Government Gazette of 29th November, direct me to respectfully submit for the consideration of Government the following observations thereon:—

In B VII., the words "or other approved pattern" should be inserted after the word "Smoke," many steamers being provided with cooking ranges which amply fulfil the practical requirements of the rule, although somewhat different in style and construction from the specification detailed in this section.

C IX.—The Committee consider that the schedule should be amended, by providing that vessels under 200 tons should carry boats in proportion to the number of passengers which they may be licensed to carry.

No new intimation being given as to the dates on which the foul weather seasons shall be supposed to commence and terminate at the different ports, the Committee presume that it is intended to maintain the seasons as previously fixed by Notification of the Government of India, No. 1366, of 26th May 1882, which have always been found satisfactory.

The other provisions of the draft Rules meet with the entire approval of my Committee.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

DEFECT IN THE IMPRISONMENT FOR DEBT ACT, VI. OF 1888.

BOMBAY, 20th September 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—Having recently been interested in an insolvency case, where the bankrupts were proved to be fraudulent, but where our efforts to obtain redress were rendered abortive, owing to what appears to be a faulty section of Act VI. of 1888 (an Act to amend the law relating to imprisonment for Debt), we have to request that you will lay the following particulars before the Committee of the Chamber, with a view to their memorializing Government on the subject.

In November 1886, a firm named Laljee Ludha filed a petition in the Insolvency Court with liabilities amounting to over rupees 6 lacs, and assets, good and bad, under Rs. 20,000. After several amendments and modifications in the schedule, the case, in April last, came before Mr. Justice Bayley, Messrs. Wallace & Co. and ourselves being the opposing creditors. It occupied the court two or three days, and his Lordship eventually dismissed the petition on the grounds (amongst others) of reckless trading and of obtaining money under false representations.

The insolvents were now thrown on the mercy of their creditors, and as we had reason to believe that they were possessed of hidden means, and were still engaged in trade under another name, we entered proceedings against them in the Small Cause Court in respect of a re-draft amounting to Rs. 477-9-7. A decree for Rs. 519-6-7 was given in our favor by the Second Judge, and the debtors were ordered to pay the amount in two equal monthly instalments. On failing to meet the first instalment a warrant for their arrest was obtained. It was executed on the 1st August last, when the debtors were brought before the Chief Judge under Section 4337A (1) of Act VI. of 1888, our object being to secure their persons in the hope of forcing them to come to a settlement of the amount due to us.

It is important to note the exact wording of the new Act, such part of which as relates to the present case we here quote at length :—

Section 4. 337A (1). “When a judgment debtor is brought before the Court after being arrested in execution of a decree for money, and it appears that the judgment-debtor is unable from poverty or other sufficient cause to pay the amount of the decree, the Court may upon such terms, if any, as it thinks fit, make an order disallowing the application for his arrest and imprisonment, or directing his release, as the case may be.”

“(2.) Before making an order under sub-section (1) the

Court may take into consideration any allegation of the decree-holder touching any of the following matters, namely :—

(a) * * *

“(b) the transfer, concealment or removal by the judgment-debtor of any part of his property after the date of the institution of the suit in which the decree was made, or the commission by him after that date of any other act of bad faith in relation to his property with the object or effect of obstructing or delaying the decree-holder in the execution of the decree ;

(c) any undue or unreasonable preference given by the judgment debtor to any of his other creditors.”

The defendants based their opposition on the grounds that they were not only unable to pay, but that *after the institution of the Small Cause Court suit* they had not been guilty of any of the laches referred to in the above paras. b and c. An affidavit to this effect was filed, and a copy of it is annexed.

The Chief Judge carefully went into the case, but as he did not consider himself empowered, under the new Act, to take cognizance of the fraudulent acts of the Insolvent antecedent to the institution of the suit in the Small Cause Court, and as we were without proof of any such fraudulent acts after such institution, although the judgment of the High Court had given ample proof of their existence, our case fell through, and the debtors were discharged. His honour, however, thought fit to express regret that he was unable to judge the case on its merits, and was of opinion that there were grave objections to the phrase “after the institution of the suit” as employed in the Act.

It is to be observed that in the draft Act which was forwarded by Government to the Chamber for consideration (*vide* page 230 *et seq.*, of the Chamber's Report of 1886) the phrase does not exist ; but instead of it, are found the words, “since incurring the liability in respect of which the decree or order was made.” We have no means of ascertaining the cause of the change ; but the alteration is a vital one and materially affects the application of the Act, as is sufficiently proved by the instance we have brought to notice. We cannot believe that it was the intention of Government to render the dismissal of a petition in the Insolvency Court the hollow farce it now is. We take it that where the protection of the Court is worth seeking for and obtaining, the withdrawal of such protection should be followed by certain pains and penalties, or at least some disadvantages. So far, however, as we can see, it matters little to a dishonest debtor whether he has, or has not, the High Court protection, for, in either case, his creditors are practically powerless to molest him. The new Act has perhaps hardly been in force long enough to allow of a just estimate of the importance of the measures it has introduced being formed ; but as its provisions become better known there can be little doubt that it will tend to foster dishonest and reckless trading. The checks or safeguards which formerly existed against such practices have been withdrawn, and dishonest or reckless traders can now carry on with the utmost immunity from the consequence of their acts. We can only regard this matter as of very great importance to the mercantile community, and we trust the Chamber will think fit to take action on it.—We are, &c., .

SIR CHARLES FORBES & Co.

IN THE COURT OF SMALL CAUSES AT BOMBAY.

SUIT No. 10778 OF 1888.

CHARLES STEWART FORBES AND OTHERS *Plaintiffs.**vs.*

MAHOMEDBHAI LALJEE, FAZULBHOY LALJEE, and }
 MIRALLI LALJEE, trading in the name of LALJEE } ... *Defendants.*
 LUDHA.

We, Mahomedbhai Laljee and Fazulbhoi Laljee of Bombay, Khojah inhabitants, two of the defendants abovenamed, do solemnly affirm and state as follows :—

1. That we are arrested under a warrant of arrest issued in this suit for the sum of Rs. 519-6-7, being the amount of decree herein which was passed by his honour the Second Judge on the 8th June last, payable by two instalments.

2. We say, owing to losses sustained in trade, we and our brother, the third defendant, who were trading under the name, style and firm of Laljee Ludha, were obliged to file our petition for the benefit of the Insolvent Act, and that our petition was opposed by the plaintiffs and Messrs. Wallace and Company, and the same was on the 2nd May last dismissed by the Commissioner of the Insolvent Court, on the grounds that we had induced the said opposing creditors to advance larger sums than the value of goods consigned through them, and that we had traded recklessly.

3. The plaintiffs claim from us three brothers, about thirty-five thousand rupees in respect of redrafts drawn in favour of the plaintiffs on us, and monies drawn from the plaintiffs, and they filed this suit in respect of one only of a number of re-drafts.

4. We say that since the decree was made herein, neither we nor our co-defendant have or has had the means of paying the amount of the decree or the instalments thereof, and that at present we have no means of paying the same.

5. We say, neither we, nor either of us, nor our co-defendant, have or has transferred, concealed or removed any part of our property after the date of the institution of the suit, or committed after that date any other act of bad faith in relation to our property, with the object or effect of obstructing or delaying the decree-holder in the execution of the decree; or given any undue or unreasonable preference to any of our other creditors, or refused or neglected to pay the amount of the decree or any part thereof, when we have, or since the date of the decree have had, the means of paying the same.

Solemnly affirmed at Bombay
 aforesaid this first day of August
 1888, before me.

BOMBAY CHAMBER OF COMMERCE, 12th October 1888.

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I am directed by the Committee of the Chamber to bring to the notice of Government what appears likely to prove in practice an objectionable feature in Act VI. of 1888, “an Act to amend the Law relating to Imprisonment for Debt.”

2. In the Draft Bill submitted to the Chamber for opinion in July 1886, it was proposed under Section 4, Sub-section (c), to maintain the power of imprisoning a judgment-debtor—

“where the Court is satisfied that, since incurring the liability in respect of which the decree or order was made, the defaulter has fraudulently transferred, concealed or removed any part of his property, or committed any other act of bad faith in relation thereto, with the object or effect of impeding the enforcement of the decree or order by the attachment and sale of his property.”

But in the Act which has since become law, Sub-section 2 (b) of Section 4, which takes the place of the above, runs as follows:—

“The transfer, concealment or removal by the judgment-debtor, of any part of his property after the date of the institution of the suit in which the decree was made, or the commission by him after that date of any other act of bad faith in relation to his property, with the object or effect of obstructing or delaying the decree-holder in the execution of the decree.”

3. The difference between the two is that while under the Draft Bill a judgment-debtor was liable to imprisonment for fraudulently transferring, concealing or removing any of his property, *since incurring the liability*, he is only now liable to imprisonment if the fraudulent transfer, concealment or removal takes place *after the institution of the suit in which the decree was made*. The distinction thus drawn is most important and has already, in at least one case which has come to the knowledge of the Chamber, been held to protect a fraudulent judgment-debtor from

imprisonment. That case was as follows:—In November 1886, a firm, named Lalljee Ladha, filed a petition in the Insolvency Court with liabilities amounting to over rupees 6 lakhs and assets—good and bad—under Rs. 20,000. After several amendments and modifications in the schedule, the case, in April last, came before Mr. Justice Bayley, Messrs. Wallace and Company and Messrs. Sir Charles Forbes & Co. being the opposing creditors. It occupied the Court two or three days, and his Lordship eventually dismissed the petition on the grounds (amongst others) of reckless trading and of obtaining money under false representations. The insolvents were now thrown on the mercy of their creditors, and as Messrs. Sir Charles Forbes & Co. had reason to believe that they were possessed of hidden means, and were still engaged in trade under another name, they entered proceedings against them in the Small Cause Court in respect of a re-draft amounting to Rs. 477-9-7. A decree for Rs. 519-6-7 was given in their favour by the Second Judge, and the debtors were ordered to pay the amount in two equal monthly instalments. On failing to meet the first instalment, a warrant for their arrest was obtained. It was executed on the 1st August last, when the debtors were brought before the Chief Judge under Section 4,337-A (1) of Act VI. of 1888, the object being to secure their persons in the hope of forcing them to come to a settlement of the amount due. The defendants opposed the application on the grounds that they were not only unable to pay, but that *after the institution of the Small Cause Court suit*, they had not been guilty of any of the laches referred to in the Act, and an affidavit to this effect was filed. The Chief Judge carefully went into the case, but as he did not consider himself empowered, under the new Act, to take cognisance of the fraudulent acts of the insolvents, antecedent to the institution of the suit in the Small Cause Court, and as the creditors were without proof of any such fraudulent acts after such institution, although the judgment of the High Court had given ample proof of their existence, the case fell through, and the debtors were discharged. His honor, however, thought fit to express regret that he was unable to judge the case on its merits, and was of opinion that there were grave objections to the phrase “after the institution of the suit” as employed in the Act.

4. The Committee of the Chamber are of opinion that it

could not have been the intention of the Legislature to afford fraudulent debtors, convicted of being so, a means of escaping all punishment for their offences, which the law as it has been held to exist unquestionably does, and they accordingly bring the matter to the attention of Government in the hope that His Excellency the Governor General in Council may be pleased to consider the advisability of amending the particular section of the Act referred to.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

No. 1799.

Home Department,
Judicial.

CALCUTTA, 10th December 1888.

From A. P. MACDONNELL, Esq., C.S.I., Secretary to the Government of India, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter* dated the 12th October 1888, suggesting the advisability of modifying clause (2) (b) of section 337 A of the Code of Civil Procedure, as amended by the Debtor's Act VII. of 1888.

In the case of a judgment-debtor who appears before a Court in obedience to a notice issued under section 245 B. of the Code, or is brought before it after being arrested in execution of a decree for money, the Court may, under the clause in question, take into consideration any allegation of the decree-holder touching certain acts of bad faith on the part of the debtor after the institution of the suit in which the decree was made. The Chamber consider it desirable that the Court's jurisdiction should extend to all such acts of date subsequent to the creation of the liability as was provided for in the clause as originally drafted.

2. In reply, I am to say that the provision of law to which the Chamber of Commerce takes exception was introduced by the Legislature after careful consideration. The Select Committee on the Bill which became Act VII. of

1888 was of opinion that the date of incurring the liability was too remote, and that creditors would be sufficiently protected by the modified clause, if they brought their suits as soon as they began to entertain doubts of the good faith of their debtors. I am to add that, if suits are brought in time and attachment before judgment applied for, the creditor seems to the Governor General in Council to be provided with a proper and sufficient means of getting his decree satisfied. His Excellency in Council accordingly regrets that he is unable to take action in the direction indicated in your letter under acknowledgment.— I have, &c.,

A. P. MacDONNELL,
Secretary to the Government of India.

APPENDIX I.

RAILWAY EXTENSION.

(From the Administration Report on Railways in India for 1887-88.)

LINES OPEN AND UNDER CONSTRUCTION.

During 1887-88, 988½ miles of railway were completed and opened for traffic, making, on the 31st March 1888, a total of 14,383 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,870 miles, or an increase over the corresponding figures in 1886 of 274 miles.* The more important additions to the open mileage have been 167½ miles of the Southern Mahratta system, 95 miles of the Indian Midland, 90 miles of the Bellary-Kistna, 83 miles of the Cuddapah-Nellore, 118½ miles of the Sind-Pishin Section, and 203½ miles of the Sind-Sagar Section of the North-Western Railway, 50½ miles of the Lucknow-Sitapur-Sihramau Railway, 69½ miles of the Assam-Bihar Section of the Eastern Bengal State Railway system, and 70 miles of the Nizam's Guaranteed Railway.

2. During the year sanction has been given for the construction of additional mileage to the extent of 355 miles, of which the more important sections are 161 miles between Bilaspur and Umriah, 27 miles on the Khojak Extension of the Sind-Pishin Section of the North-Western Railway, 69 miles in Kathiawar from Dhoraji to Porebandar, 28½ miles in the Kolhapur State from Kolhapur to Miraj, and 24½ miles from Sialkot to Jammu in Kashmir.

3. The tables on the following pages give a complete list of the additions to open mileage in 1887-88, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1888 :—

Additions to open mileage from 1st April 1887 to 31st March 1888.

Railway and Section.	Length in miles.	Date of opening.	REMARKS.
STATE IMPERIAL.			
SOUTHERN MAHRATTA—			
Deuli to Castle Rock (South Deccan Section).	3	15th June 1887	Passenger and Goods traffic.
Castle Rock to Portuguese Frontier (South Deccan Section) ...	3½	3rd Feb. 1888	
Koregaon to Miraj (West Deccan Section) ...	76½	2nd May 1887	
Miraj to Belgaum (West Deccan Section) ...	84½	22nd Dec. 1887	
Total ...	167½		
Carried over ...	167½		

* See foot-note on page 243.

*Additions to open mileage from 1st April 1887 to 31st
March 1888—(contd.)*

Railway and Section.	Length in miles.	Date of opening.	REMARKS.
Brought over ...	167½		
STATE IMPERIAL— <i>contd.</i>			
INDIAN MIDLAND—			
Chaunrah to Jhansi ...	95	1st Feb. 1888	} Passenger and Goods traffic.
BELLARY-KISTNA—			
Guntakal to Nandyal ...	90	11th July 1887	
CUDDAPAH-NELLORE—			
Nellore to Tirupati ...	83	15th Sept. 1887	} Goods traffic only.
NORTH-WESTERN—			
Meerut City to Meerut City Mandi ...	1½	17th May 1887	
<i>Sind-Sagar Section.</i>			
Malakwal to Bhakkar ...	174½	} 15th Aug. 1887	} Passenger and Goods traffic.
Haranpur to Khewra ...	9½		
Mahmud Kot to Ghazi Ghat	10½	1st April 1887	
Darya Khan to Dera Ismail Khan	5½	} 10th Feb. 1888	} Passenger and Goods traffic.
Ghazi Ghat to Dera Ghazi Khan Ferry ...	3½		
<i>Sind-Pishin Section.</i>			
Sharig to Bostan ...	60½	28th Aug. 1887	} Goods traffic. Passenger traffic.
Quetta to Bostan ...	21	28th Aug. 1887	
Bostan to Killa Abdulla	36½	23rd Jan. 1888	
STATE PROVINCIAL.		5th Feb. 1888	
LUCKNOW-SITAPUR-SIHRA-- MAU—			
Sitapur to Lakhimpur ...	23½	15th April 1887	} Passenger and Goods traffic.
Lakhimpur to Gola Gokaran Nath ...	22	4th Dec. 1887	
Total ...	809½		
Carried over ...	809½		

*Additions to open mileage from 1st April 1887 to 31st
March 1888—contd.*

Railway and Section.	Length in Miles.	Date of opening.	REMARKS.
Brought over ...	809½		
STATE PROVINCIAL— <i>contd.</i>			
EASTERN BENGAL—			
Assam-Bihar Section.			
Manihari to Kasba ...	37½	1st April 1887	} Passenger and Goods traffic.
Dinapore to Raiganj ...	31½	15th Feb. 1888	
TIRHOOT—			
Nirmala to Baptiahi ...	10	15th Nov. 1887	Goods traffic.
		1st Jan. 1888	Passenger traffic.
		1st April 1887	Goods traffic.
Anwarpur to Sonapore...	3¼	25th April 1887	Passenger traffic.
JORHAT—			
Dhali to Titabar ...	1½	26th Feb. 1888	} Passenger and Goods traffic.
GUARANTEED COMPANIES.			
MADRAS—			
Beypore to Calicut ...	9(a)	2nd Jan. 1888	} Passenger and Goods traffic.
Olavakod Junction to Palghat (Palghat branch) ...	2½	2nd Jan. 1888	
ODDH AND ROHILKHAND—			
Benares Bridge ...	2¾	1st Oct. 1887	} Passenger and Goods traffic.
Passenger approach to East Indian Railway, at Cawnpore ...	¼	21st March 1888	
Total ...	908½		
Carried over ...	908½		

(a) On the opening of this extension 2½ miles of the old line have been closed.

*Additions to open mileage from 1st April 1887 to 31st
March 1888—contd.*

Railway and Section.	Length in Miles.	Date of opening.	REMARKS.	
Brought over ...	908½			
FOREIGN STATES.				
WEST OF INDIA PORTUGUESE—				
Sonauli to Portuguese Frontier	10	3rd Feb. 1888	} Passenger and Goods traffic.	
NATIVE STATES.				
THE NIZAM'S (GUARANTEED COMPANY)—				
Warangal to Dornakal Junction	53½	1st Jan. 1888		
Dornakal Junction to Yellingdalapad	16½			
Grand Total ...	988½			

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888.

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened 1887-88.	Total length opened 31st March 1888.	Length laid with double line.	Length remaining to be finished.
			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
STATE IMPERIAL.									
East Indian ..	15th Aug. 1851 ..	5' 6" ..	1,518½	..	(a) 1,513½	..	(a) 1,513½	474½	..
Beneas Branch ..	22nd Dec. 1862 ..	5' 6" ..	..	..	(a) 1,513½	..	(a) 1,513½	..	..
Rajputana-Malwa (c) ..	14th Feb. 1873 ..	5' 6" ..	1,667½	..	(a) 1,667½	..	(a) 1,667½	1½	..
Patni ..	19th May 1873 ..	5' 6" ..	22½	..	22½	..	22½	..	..
Sindia ..	10th Jan. 1878 ..	5' 6" ..	74½	..	74½	..	74½	..	..
Dhoond-Manmad ..	15th March 1878 ..	5' 6" ..	145½	..	(a) 145½	..	(a) 145½	..	..
Patna-Gya ..	31st April 1879 ..	5' 6" ..	57	..	(a) 57½	..	(a) 57½	..	..
Bengal-Nagpur (d) ..	6th April 1880 ..	5' 6" ..	623½	..	(a) 792	..	(a) 149	..	643
Dildarnagar-Gazipur ..	1st Feb. 1881 ..	5' 6" ..	12	..	(a) 12	..	(a) 12	..	..
Mysore ..	24th March 1884 ..	3' 3½" ..	237	..	(a) 296½	..	(a) 133½	..	156½
Indian Midland ..	1st April 1886 ..	5' 6" ..	764½	..	(a) 763½	..	(a) 763½	..	..
Bellary-Crisina ..	11th July 1887 ..	5' 6" ..	606	..	(a) 694½	..	(a) 137	..	467½
Cuddapah-Nellore ..	15th Sep. 1887 ..	3' 3½" ..	83	..	(a) 278	..	(a) 83	..	188
Total worked by Companies	....	..	6,154½	161	6,315½	435½	4,860½	475½	1,455
North-Western..	13th May 1861 ..	5' 6" ..	2,410	19½	(g) 2,410½	323½	(a) 2,386	2½	24½
Sind-Peshin, Killa Abdulla to Chaman ..	1st Feb. 1874 ..	5' 6" ..	46½	27	27	..	..	..	27
Wardah-Coal ..	16th Oct. 1882 ..	5' 6" ..	125½	..	(a) 125½	..	(h) 46½	..	..
Bengal Central ..	2nd Nov. 1886 ..	5' 6" ..	37	..	37	..	(a) 125	..	..
Raili-Umratta ..	....	3' 3½" ..	225	..	(a) 225½	..	..	..	22½
Toungoo-Mandalay Extension, Burma.	....	..	2,843½	46½	2,889½	323½	2,566½	2½	274
Total	....	..	2,843½	46½	2,889½	323½	2,566½	2½	274

(a) Correction of mileage. (b) Beneas Branch shown separately. (c) Includes Cawnpore-Achnora line. (d) Includes Nagpur-Chattisgarh Railway. (e) This section (late Nagpur-Chattisgarh Railway) is being converted from metro to broad gauge. (f) Ghat section, Hiroh to Korai, 10 miles. (g) Includes the mileage of the Sind-Sagar, Sind-Peshin and Bikaner Railways. Reduction of mileage due to correction, suppression of the temporary line by the opening of the Ferozepore Bridge and approaches (6½ miles) and abandonment of the section, Manwall to Isa Kheal ferry (9 miles) of the Sind-Sagar line, and the Gulistan Branch (3½ miles) of the Sind-Peshin line. (h) Includes 1½ miles to Pits Mouth.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888—(contd.)

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length opened on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
STATE PROVINCIAL.									
NORTH-WESTERN PROVINCES AND OUDH—									
Bareilly-Pilibheet ..	12th Oct. 1884 ..	3' 3"	36	..	36	..	36	..	.. 18
Lucknow-Sitapur-Sihramau ..	16th Nov. 1886 ..	3' 3"	124	..	(a) 124	50	(a) 101	..	.. 18
Total worked by Companies	....	..	160	..	160	50	140	..	.. 18
BENGAL—									
Eastern-Bengal ..	2nd Jan. 1862 ..	5' 6"	762	..	(a) 761	69	(a) 676	23	88
Nalhati ..	21st Dec. 1873 ..	3' 3"	27	..	27	..	27	..	.. 14
Tirhoot ..	1st Nov. 1875 ..	3' 3"	27	..	(a) 27	13	259	..	.. 14
PUNJAB—									
Amritsar-Pathankot ..	1st Jan. 1884 ..	5' 6"	65	..	(a) 64	..	(a) 64	..	..
BURMA—									
Burma ..	2nd May 1877 ..	3' 3"	369	..	(a) 333	..	(a) 333	..	..
ASSAM—									
Jarhat ..	15th Dec. 1884 ..	2' 0"	31	..	(a) 30	1	(a) 30	..	.. 8
Cherra-Companyganj ..	16th June 1886 ..	2' 6"	15	..	15	..	7	..	.. 8
Total	....	..	1,544	..	1,508	84	1,398	23	110

(a) Correction of mileage.

[6 miles.

(i) Reduction of mileage due to abandonment of the project for a line from Prome to Allamyo, 42 miles, and inclusion of the suburban mileage,

(f) Increase due to the inclusion of suburban mileage, 6 miles.

Statement showing lengths of lines sanctioned and open for traffic on 31st March 1888—(contd.)

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length open on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
GUARANTEED COMPANIES.									
MADRAS—									
Madras	1st July 1856	5' 6"	840½	..	(a) 839½	11½	(a) 839½	42½	..
South Indian	15th July 1861	3' 3½"	6' 4½"	..	(b) 654	..	(b) 654	..	..
BOMBAY—									
Great Indian Peninsula	18th April 1853	5' 6"	1,288	..	(b) 1,288½	..	(b) 1,288½	(b) 323½	..
Bombay, Baroda and Central India	10th Feb. 1860	5' 6"	438½	..	(b) 438½	..	(b) 438½	60	..
NORTH-WESTERN PROVINCES AND OUDH—									
Oudh and Rohilkhand	23rd April 1867	5' 6"	735½	..	(b) 738	3	(b) 691	..	(c) 47
Total .. ..	.....	..	3,956½	..	3,958½	14½	3,911½	426	47
ASSISTED COMPANIES.									
BENGAL—									
Darjeeling-Himalayan	23rd Aug. 1880	2' 0"	51½	..	(a) 51	..	(b) 51	..	..
Leighur	23rd Dec. 1882	3' 3½"	4	..	(b) 4½	..	(b) 4½	..	..
Bengal and North-Western	2nd April 1884	3' 3½"	510½	..	(b) 510	..	(b) 376	..	(c) 134
Tarakeshwar	1st Jan. 1885	5' 6"	22½	..	22½	..	22½	..	..
NORTH-WESTERN PROVINCES AND OUDH—									
Rohilkhand-Kumaun	12th Oct. 1884	3' 3½"	51½	..	(b) 55	..	(b) 55	..	..
Burmah	11th Feb. 1885	2' 6"	8	..	8	..	8	..	..
Assam—									
Dibru-Sadiya	Oct. 1882	3' 3½"	77½	..	(b) 78	..	(b) 78	..	..
Total .. ..	.....	..	(d) 727½	..	729	..	595	..	194

(a) Reduction due to correction of mileage and closing 2½ miles of line on the opening of the Calcutt extension. (b) Correction of mileage.
(c) In abeyance. (d) Excludes Burdwan-Kuwa, 14½ miles, the construction of which is in abeyance.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1888—(contd.)

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length opened on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
FOREIGN STATES.									
MADRAS—									
Pondicherry	16th Dec. 1879 ..	3' 3 3/4"	7 1/2	..	7 1/2	..	7 1/2	..	..
BOMBAY—									
West of India Portuguese ..	17th Jan. 1887 ..	3' 3 3/4"	51	..	51	10	51	..	..
Total	....	..	58 1/2	..	58 1/2	10	58 1/2	..	..
NATIVE STATES.									
The Nizam's Guaranteed Company (c)	9th Oct. 1874 ..	5' 6"	491	..	(f) 509 1/2	70	(g) 274 1/2	..	(h) 235
Khamgaon	4th March 1870 ..	5' 6"	8	..	(b) 7 1/2	..	(b) 7 1/2	..	..
Anraoti	18th Feb. 1871 ..	5' 6"	6	..	(b) 5 1/2	..	(b) 5 1/2	..	..
The Gackwar's Mehsana-Vadnagar ..	8th April 1873 ..	9' 6"	58 1/2	..	58 1/2	..	58 1/2	..	..
The Gackwar's Mehsana-Vadnagar ..	21st March 1887 ..	3' 3 3/4"	21	25	(b) 45 1/2	..	20 1/2	..	25
Bhopal-Itarsi (i)	1st June 1882 ..	5' 6"	57	..	57	..	57	..	..
Total worked by Companies ..	....	..	641 1/2	25	66 1/2	70	424	..	260
Bhavnagar-Gondal	2nd Dec. 1880 ..	3' 3 3/4"	193 1/2	..	193 1/2	..	193 1/2	..	..
Morvi	11th March 1886 ..	2' 6"	67 1/2	..	(b) 68	..	(b) 68	..	66 1/2
Junagarh-Veraval .. ..	....	3' 3 3/4"	67	..	(b) 66 1/2	..	..	..	69
Dhoraji-Portbandar .. ..	....	3' 3 3/4"	..	69	69	..	..	..	..
Jodhpore	24th June 1882 ..	3' 3 3/4"	123 1/2	..	123 1/2	..	123 1/2	..	..
Rajapura-Paisala	1st Nov. 1884 ..	5' 6"	16	..	(b) 15	..	(b) 15	..	..
Kolhapur-Miraj .. ..	....	3' 3 3/4"	..	23 1/2	23 1/2	..	..	..	28 1/2
Jaunpur-Kashmir (j) ..	....	5' 6"	..	24 1/2	24 1/2	..	..	..	24 1/2
Total	....	..	407 1/2	122 1/2	588 1/2	..	400	..	188 1/2

(b) Correction of mileages. (c) Of the total length, 2 1/2 miles, in British territory, is the property of the Imperial Government. (d) Of this length, 3 miles are worked over twice by ever train. (e) Of this length, Warangal to Frontier near Chanda, 160 miles, not commenced. (f) Of the total length, 13 miles, in British territory, is the property of the Imperial Government. (g) Of the total length, 8 1/2 miles, in British territory, is the property of the Imperial Government. (h) Of the total length, 8 1/2 miles, in British territory, is the property of the Imperial Government. (i) Of the total length, 8 1/2 miles, in British territory, is the property of the Imperial Government. (j) Of the total length, 8 1/2 miles, in British territory, is the property of the Imperial Government.

Statement showing lengths of lines sanctioned and open for traffic on 31st March 1888—(contd.)

Railway.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1886-87.	Sanctioned during the year 1887-88.	Length of line sanctioned at the end of 1887-88.	Length opened during 1887-88.	Total length opened on 31st March 1888.	Length laid with double line.	Length remaining to be finished.
SUMMARY.									
STATE IMPERIAL—									
Worked by Companies	..	..	6,151½	161	6,312½	435½	4,860½	475½	1,456
Under State Management	..	..	2,833½	46½	2,880	323½	2,591½	21½	274
STATE PROVINCIAL—									
Worked by Companies	..	..	160	..	160	504	110½	..	18
Under State Management	..	..	1,541½	..	1,541½	84½	1,398½	23½	110½
GUARANTEED COMPANIES	..	..	3,953½	..	3,953½	14½	3,911½	426	47
ASSISTED COMPANIES	..	..	727½	..	727½	..	596	..	134
FOREIGN STATES—									
NATIVE STATES—									
Worked by Companies	..	..	611½	95	684	70	421	..	260
Under State Management	..	..	467½	122½	588½	..	400	..	18½
Total	..	..	16,556	355	(a) 16,870	988½	14,388	927	2,487

(c) Length sanctioned at end of 1886-87	Miles.	16,596	40	16,556
Deduct Burdwan-Kutwa Railway, the mileage of which has now been excluded, the project being in abeyance		..	21½	..
Add—		..	365	..
Nizam's Railway, Front'er to Bezvada (in British Territory), not shown in statement for 1886-87		..	6	381½
Mileage sanctioned during 1887-88.		..	..	..
Burma Railway, suburban mileage not shown previously		..	..	..
Deduct—		..	..	..
North-Western Railway, Sind-Sagar Section, length from Mianwali to Isa Khel Ferry, project abandoned		..	9	16,934½
North Western Railway, Sind-Pishin Section, Gulistan Branch, not now worked		..	3½	..
North-Western Railway, temporary 2' tramway, Gaudas Singh Bandar to Ferozepore, taken up on the construction of the standard 5' 6" gauge line		..	6½	..
Burma Railway, Promo to Alumbro, project abandoned		..	42	..
Madras Railway, portion of line closed on the opening of the Calicut extension		..	21½	..
Difference due to small corrections in mileage		..	5½	68½
Net total length sanctioned at end of 1887-88		..	..	16,870
Net total length sanctioned at end of 1886-87		..	..	16,596
More mileage at 31st March 1888		..	..	274

THE GODRA-RUTLAM LINE.

No. 8047T OF 1888.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,AGENT'S OFFICE,
BOMBAY, 3rd July 1888.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am desired by the Agent to transmit for the consideration and support of the Chamber a copy of a letter (and accompaniments) which he has recently addressed to the Secretary to the Government of Bombay, advocating the prosecution at the earliest possible date of the Godhra-Rutlam Railway.

The Agent is confident that with the information given in these papers, the Chamber will support the proposed railway as one the construction of which cannot in the interests of Bombay trade be safely postponed.

The Board of this Company are ready to accept the extension as an integral part of the Company's system, and thus bear half of any loss that may arise on the working of the branch, and as co-proprietors with Government they are desirous of pushing forward an extension which they consider likely to be commercially profitable as well as necessary in the interests of the country.—I am, &c.,

F. T. RICKARDS, Secretary.

Copy of Letter No. 7538, dated 21st June 1888, from the Agent, B. B. & C. I. Railway, Bombay, to the Joint Secretary to the Government of Bombay, Railway Department, Bombay.

I have the honor to acknowledge the receipt of Bombay Government Resolution No. 577 of 1888, in which the correspondence regarding the proposed construction of the Godhra-Rutlam Railway has been placed at the disposal of this Company, and I have now the honor to submit a memorandum which I have prepared upon the present aspects of the case. In the appendices attached to this memo. will be found full information as to statistics of traffic and other matters connected with the case.

The Memorandum will, I trust, be found to furnish an answer to the enquiries made in your letter No. 971 of the 9th February 1888, on the subject of the running of double trains on the Rajputana-Malwa Railway.

In submitting these papers for the consideration of His Excellency the Governor in Council, I would invite prominent attention to the fact as shown in these papers that 169,433 tons of traffic are obliged to follow a more or less circuitous route by reason of the non-construction of this line of railway, and that an unnecessary tax on the public and on the country to the extent of Rs. 5,56,000 is imposed on this account.

What the additional and equally unnecessary tax upon passengers may amount to, the statistics are not equal to showing, but I would estimate it at not less than 2,00,000.

I would also ask the consideration of Government to the favorable

financial prospects of the line, which improve each time they are investigated, and to the assurance which I am able to give that this Company, which has for years past earned surplus profits above the Government guarantee, is prepared to share with the Government any risks that there may be of loss that may arise from undertaking this branch as an integral part of the B. B. & C. I. Railway, provided that the construction of the line be not unduly delayed.

I trust that with additional information supplied in these papers, His Excellency the Governor in Council may be able to give his warm support to the projected railway, which I am confident will realise the favorable expectations which have been formed of it.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

BOMBAY, 1st June 1888.

(Includes the Rajputana State Railway, the Holkar State Railway, the Sindia-Neemuch State Railway, the Rewari-Ferozepore State Railway, and the Cawnpore-Achnera State Railway.)

Further Memorandum by Major W. S. S. BISSET, R.E., Agent, Bombay, Baroda and Central India Railway, on the Extension of the Godhra Railway to Rutlam.

In Bombay Government Resolution No. 577 of 1888, His Excellency the Governor in Council has been pleased to place at the disposal of the Company certain correspondence which has passed on the subject of the proposed construction of the Godhra-Rutlam Railway.

2. I should have replied earlier to these papers, but I have thought it desirable to get out later statistics of traffic and to lay the case before Government afresh, which I now do in the full confidence that the vastly increased traffic, upon which these later statistics justify my reckoning, will show that, strong as the case was when submitted in 1886, it is now infinitely stronger.

3. In the remarks of the Government of India on this case it was endeavoured to throw doubt upon the estimates of traffic on which the construction of the line was then justified, and with a view to prevent any repetition of such unbelief, I would court the fullest enquiry, so that the case may go forward with an assurance by the Government of Bombay as to the data upon which the estimates are based. I am confident that the more fully and thoroughly the question is discussed, the more completely will the advantages of the scheme be apparent, and I am unable to believe that a project which has upon its own merits received the hearty support of three successive Governors of this Presidency, will be permanently shelved on account of the temporary financial difficulties of Government. It is a misfortune that such difficulties should have led to H. M.'s Secretary of State being advised against the construction of the Godhra-Rutlam Railway, and it would be impossible for me to allow the statement to pass unchallenged, "that it is not immediately or in the near future necessary as an alternative to considerable outlay on providing additional carrying power to the Rajputana-Malwa Railway."

4. If, after what has been recorded by myself and by the Company's General Traffic Manager, as well as by the Consulting Engineer to the Government of Bombay, and by my Board of Directors, it is

still the opinion of the Government of India that there is no ground for anticipating any difficulty in carrying all the traffic which is offered for conveyance by the Rajputana-Malwa Railway, I feel bound in the interests of the Company and of the public to make known that such is not the opinion of the responsible officers in charge of the Railway, and to record my own and Mr. O'Callaghan's concurrence in the opinion recorded in the following extract from the Joint Secretary's letter No. 53 P. of 25th July 1887, to the Secretary to Government of India, Public Works Department.

"This may be accepted in the Consulting Engineer's opinion as the maximum carrying capacity of the section, as every train that could be run was passed through. But there is no reason why another rush of traffic to Bombay should not take place, and indeed it is most probable that such will recur, so it is very desirable that an alternative route *via* Rutlam and Godhra should be ready to take the additional traffic that would have to be passed without straining the capacity of the Ahmedabad-Ajmere section, as was done in the first half of 1886."

5. After this general reply to the statements advanced and numerical calculations of averages adduced in support of the view that there is no need to augment the carrying power of the Rajputana-Malwa Railway, I would for the present pass on to point out that in my memorandum on the prospects of the Godhra-Rutlam project (submitted to Government with my letter No. 1944W of 1st May 1886) the scheme was shown to be more than justified by its own intrinsic merits as they appeared at that time, and that it was claimed only as a secondary advantage for the Godhra-Rutlam line, that it would afford that help to the carrying power of the Rajputana-Malwa Railway which has for many years been foreseen to be necessary.

6. In my memorandum above quoted, I have so fully discussed the prospects of the Godhra-Rutlam Railway, that I will here confine myself to giving later statistics and returns, taken as those previously submitted have been from the recorded statistics of the Godhra district traffic, and from the railway statistics of traffic, which forces its way from Guzerat to Malwa and *vice versa*, by the present weary round of 500 miles by rail *via* Ajmere, whereas this line, if made, would carry it direct in 160 miles.

7. These statistics and similar figures regarding traffic from Bombay to Malwa, for which also the new line will be the more direct route, are given in Appendix A, and it will suffice here to record that whereas in 1886 I reckoned on a total traffic of 90,000 tons a year, the later data justify my basing the present calculations on a traffic of 1,69,433 tons a year, and that on a less favorable basis of rates than in the previous memorandum, the probable return on the estimated cost as prepared by Mr. Parker and corrected by Mr. Guilford Molesworth will be 3.78 per cent.

8. In paragraphs 32 to 38 of the Despatch No. 202 Railway, dated 31st October 1887, the Government of India have reviewed, with more favor than I anticipated would be shown to so novel a proposal, my scheme for establishing a through line of broad-gauge railway from Bombay to the North-West, and in connection with the present proposals, I would not be justified in again referring to a project which I so fully believe will solve many of the difficulties which at present lie in the way of satisfactorily meeting military requirements, were it not that I must take the earliest opportunity of asking that

the figures quoted in the second sub-para. of paragraph No. 35 may be corrected, so as to give a less false idea of the comparative cost as well as of the comparative carrying capacity of the two projects therein compared.

9. The estimated cost of the through broad-gauge railway from Bombay to Delhi is correctly given in para. 33 at a total of £3,390,000, and the cost of the doubling of the corresponding sections of the Rajputana-Malwa Railway is given in para. 35 at £1,735,415. The correct difference appears to be £1,655,000 and not £2,682,000, as has no doubt inadvertently been stated in this paragraph. The mistake has apparently arisen from adding to the excess cost as correctly stated above, the additional cost of converting to broad gauge the Rewari-Ferozepore Railway, and I think it only fair to the scheme which I strongly advocate, that the necessary correction should be communicated to the Government of India.

10. I now would add a brief comment on the further statement in the same paragraph that the "doubled metre-gauge line would have a greater carrying capacity than the proposed new route, though it would no doubt have the disadvantage of a break of gauge." I have no desire to challenge the statement as inaccurate, but I would venture to point out that the comparison made is not exactly what it should be. The total carrying capacity of the broad-gauge line for the short length from Bandikui to Delhi would be open to the above criticism, but it would suffice for all probable demands. Between Bandikui and Bombay, where the strain really arises, the whole carrying capacity provided would be that of the existing metre-gauge railway route *via* Ahmedabad *plus* that of the new broad-gauge route *via* Rutlam, and I think it will be accepted that the sum of these two is fully equal to the carrying capacity of the doubled metre-gauge railway.

11. I would further add as regards the doubts expressed as to the estimated mileage rate of £5,500 being adequate, that for 223 miles out of the 300, careful estimates have since been taken out for me by a most experienced engineer, Mr. R. E. Wright (now deceased), upon a trial section, the alignment of which was directed by Mr. T. W. Miles, the Engineer of the Kotah and Jhalrapatan States, an officer whose ability and knowledge of the country are so well known as to command the fullest confidence. These estimates for the 223 miles, including the northern crossing of the Chambal river amount to £4,900 per mile, and the estimates and sections which, thanks to the aid of the gentlemen abovementioned and of Mr. A. S. Trevor, Resident Engineer, have involved me in a very moderate outlay, are at the disposal of Government for examination.

12. Turning again to the question of the carrying capacity of the Rajputana-Malwa Railway, I may mention that in September 1879, when I was placed in charge of that line, I found a warm controversy current, in which some of the higher officers then connected with the railway held that the carrying capacity of the line had already been reached, and that the line could do no more. I am glad to say that more was found possible, and that when through communication with Bombay was opened in 1881, a large through traffic was carried, in addition to what was then thought a heavy traffic. By successive additions and improvements to the line and rolling-stock, more has since continued to be done every year up to the present, and I am

confident that if any pressure again arises, such as occurred in 1886, the staff will rise to the situation again as they did then, and that they will do their best to justify the high opinion which the Government of India have expressed of the power of the line. But I must also mention that, with the fullest and very well-founded confidence in the ability and zeal of the staff, and with a high, but I believe a true, appreciation of the working power of the Rajputana-Malwa Railway, I applied in 1883 to have parts of the line doubled, and that I now think it would have been of advantage if parts had been doubled. Much has since that time been done by interpolating crossing stations in every place where this would facilitate working, and this resource is all but exhausted, for the little that is left does not affect the main issue. The four crossing stations between Ajmere and Sujat, which have received so prominent mention in this correspondence, are important to the traffic between Ajmere and Sujat, but do not add to the power of the line between Bandikui and Ajmere, where the traffic already carried has been as high as can in my opinion be expected to be carried, or between Abu Road and Ahmedabad, where similar difficulty in working the traffic has already been experienced. The addition of these four crossing stations has removed the special difficulty on the particular section, which in May 1886, when it for some time created a block, was only surmounted by the adoption of exceptional measures and by some disregard of ordinary rules.

13. In regard to the recommendation in favor of our adopting more fully the expedient of running double trains, and thus adding 50 per cent. to the power of the line, it has no doubt escaped observation that between Bandikui and Jeypore double trains, almost up to the maximum, have already been run on the occasions when traffic has been heaviest, and that even with this strain on the line large accumulations of wagons took place at Bandikui, Phalera and Ajmere; and that it is the opinion of Mr. O'Callaghan and myself that, if a check in traffic had not occurred, it would have been necessary to suspend booking of goods from Delhi. It is unfortunately the case, as pointed out in Mr. O'Callaghan's letter No. G-3613, dated 5th April 1888 (Appendix B), on the subject that, owing to weakness in the couplings of our stock (to remedy which estimates have been submitted), the load of a double train cannot be made more than 20 per cent. above that of a single train.

14. I think the argument based upon the average daily number of wagons which the total traffic amounts to may be sufficiently answered by pointing out what has not been sufficiently borne in mind, that every year the demands of trade tend to bring export traffic more and more in special rushes, and that a railway cannot afford to keep traffic waiting days or weeks for despatch. I consider the results attained in May 1886 to be actually higher than I could expect the Traffic Department to undertake for any continuance; and I am constrained to record that it would be folly to reckon upon working up to the full programme of a graphic time-table. On this point Mr. James Conder, the Traffic Superintendent in charge of the metre-gauge section, writes:—

“With a traffic so nearly approaching the full limit of theoretical capacity, it is very difficult to avoid congestion—any failure entails a block—only under the most perfect management, and with a considerable share of good fortune could we ever hope to pass the maximum traffic in any one day over all sections of the line.”

Concurring in this most fully, I must again say that the results attained in the fortnight of May 1886, which have been quoted and referred to, are higher than it would be reasonable to expect as a continuance, even if our special difficulties were removed, and that the necessity for such continuance may at any time arise.

It must be noted, too, that double trains cannot be worked to the same time-table as single trains, and that this method of working is very wasteful, involving expense which it is unreasonable to expect the Company to bear. On this subject I would invite perusal of the General Traffic Manager's letter printed as Appendix B.

15. In paragraph 17 of despatch No. 202R, from His Excellency the Governor-General in Council, to Her Majesty's Secretary of State for India, the average daily number of wagons which ought to be run has been calculated, and the deficiency of the average daily number in the busiest fortnight from this total is held to be a margin of safety to provide for the future expansion of traffic on the Rajputana-Malwa Railway. The probable future expansion of traffic is further minimised by what appears to me a scarcely justifiable assumption that the opening of the Indian Midland Railway will cause a serious check to its natural increase. Bombay has not succeeded in establishing an extensive business connection with Agra, and the Agra portion of our traffic is the only one in any danger of being touched by the Indian Midland Railway. For myself I doubt much if even the Agra and via Agra traffic, which amounted to about 17,000 tons in the year 1887, will be seriously affected.

It will, I think, be accepted as an evidence of the latent possibilities of traffic on the Rajputana Railway that at the present time, when exports of grain and seed from the north of India via Bombay have been for months past much below the usual, and are even now limited to a few hundred tons of oil seeds daily, and to the same of wheat, the total earnings from 1st January to the 19th May 1888 have risen to Rs. 78,39,000 as against Rs. 72,18,000 for the same length of line and the same period of last year, and as against Rs. 76,33,000 for the corresponding period of 1886, when export traffic was busy, and the receipts were the highest previously recorded. If the traffic can grow so without exports, I would ask those interested to consider what it would be with 2,000 tons of export traffic daily as in past years. I trust these figures may be held as some evidence that the normal growth of traffic is such that it is necessary to anticipate "considerably the requirement of the future."

16. The Government of India, after full discussion in paras. 19 to 31 of the alternative estimates for doubling and for converting the Rajputana-Malwa Railway, have conclusively and satisfactorily established "all idea of converting the Rajputana-Malwa Railway to the '5' 6" gauge must for the present at least be abandoned."

In para. 31 the Government of India have accepted that the construction of the Godhra-Rutlam Railway is preferable to the alternative of doubling the line from Ajmere to Sabarmati, even although the latter appears the cheaper resource.

It has, however, been stated as the conclusion of the Government of India, that no present necessity exists for the prosecution of either work, and "that there is no justification for proceeding with this scheme excepting as a substitute for inevitable expenditure, having for its object the better accommodation of traffic on the Rajputana Railway."

17. I venture to believe that, with the additional information now laid before Government the necessity for additional accommodation for traffic on the Rajputana-Malwa Railway may be admitted, and I would hope that the Board of this Company may now obtain a more favourable hearing for the construction of the Godhra-Rutlam Railway as a means to that end. Looking at the simple merits of the scheme by itself, I have given in Appendix A a statement of the probable traffic over the new line, which gives a return of 3·78 per cent. on the capital outlay if Mr. Guilford Molesworth's estimated capital cost is taken, or of 4·19 per cent. if the capital cost is accepted at the reduced figure at which the Company could, in my opinion, execute the work.

18. I have also added a statement showing the losses and gains to the existing railways, from or to which traffic has been diverted, and I have only further to add a statement of the clear saving to the country which the shortened railway carriage would effect. Mr. O'Connell, the Chief Auditor, notes on this (see Appendix C), and shows conclusively that the actual saving to the public would amount to no less than Rs. 5,56,000 annually, while the service rendered would have the advantage of being much shorter and more convenient. This, too, does not take into consideration savings to passenger traffic.

In my endeavours to show strong grounds for the acceptance of the Board's project, I fear I may have written at too great length, but I trust that the new facts will carry conviction with them, and that the scheme which, I am assured, will have the favorable support of His Excellency the Governor in Council, may at length receive the approval of Her Majesty's Secretary of State.

19. I am still in a position to say that my Board will advise the proprietors to accept this extension from Godhra to Rutlam as an integral part of the B. B. & C. I. Railway, and, if so authorized, will be ready to raise the needful funds by guaranteed debentures.

W. S. S. BISSET.

LIST OF APPENDICES.

- A.—Memo. of data for calculation of traffic.
- B.—Letter No. G 13613, dated 4th April 1888, from the General Traffic Manager.
- C.—Memo. by the Chief Auditor.
- D.—D. O. letter from Mr. T. D. Little, Superintending Engineer, Northern Division.

APPENDIX A.

ESTIMATED TRAFFIC OVER THE PROPOSED GODHRA-RUTLAM EXTENSION.

Goods Traffic. The Chief Auditor gives the existing traffic to and from the Malwa stations for the year ended 30th June 1887, as follows :—

	Tons.
Between Guzerat and stations in Malwa south of	
Lambia, <i>via</i> Sabarmati	35,924
Between Bombay and stations in Malwa north of, but not including Mhow, <i>via</i> Khundwa	80,167
Salt from Kharaghora to the Central Provinces <i>via</i> Dadur	13,342
Total	129,433

The total represents the share of the existing traffic which will at once seek the shorter and cheaper route to its destination.

To the total of this traffic, which, though at present forced to take a circuitous route, will use the Godhra-Rutlam line as soon as opened, must be added the direct traffic which now passes over the Godhra branch and is carried on by road. Mr. T. D. Little, Superintending Engineer, whose name is well known in connection with these districts, and whose estimates of traffic command the confidence of the Board and Government, puts this traffic at 15,000 tons annually over the whole line, apart from timber and stone traffic which the opening would develop or foster, and I accept his figures.

In paras. 9 and 10 of my memorandum of the 31st March 1886, upon the prospects at that time of the Godhra-Rutlam Railway, I estimated the probable increase of tonnage from development of traffic in forest produce and stone, and from increased consumption of salt, tobacco, &c., at from 30,000 to 40,000 tons a year ; but with the same moderation which guided the whole estimate then submitted, I made my calculations on an additional weight of only 15,500 tons. Looking to the vast increase in traffic interchanged between Malwa and the sea board in the two years which have passed since I submitted that memorandum, I now put my estimate of increased tonnage at not less than 25,000 tons, while Mr. Little would, I think, take even a higher figure.

Summing up these figures we have the following :—

	Tons.
Diverted traffic <i>via</i> Sabarmati ...	35,924
" " " Khandwa ...	80,167
Diverted Salt <i>via</i> Dadur ...	13,342
Direct traffic now passing <i>via</i> Godhra ...	15,000
Additional direct traffic reckoned on from increased facilities and cheaper rates ...	25,000
Total ...	169,433

The calculations in my memorandum of 1886 were based on an average rate of 8½ pies per ton per mile

Earnings from Goods for the whole quantity carried ; but with Traffic. an increased proportion of grain and seeds, it seems proper to base present calculations upon average earnings of 8 pies only. On this basis the total earnings from through goods traffic will amount to Rs. 7,97,747, or Rs. 7,059 per mile per annum, or Rs. 135 per mile per week.

In addition to this, there has to be considered the goods traffic,

* At the present moment as I write, I learn that on some sections all possible trains but one are running, and this with an unusually small export traffic for this season.

* At the present moment as I write, I learn that on some sections all possible trains but one are running, and this with an unusually small export traffic for this season.

The cheapness of this extension, as estimated by me, has been doubted by the Government of India. Surveys which Mr. T. W. Miles has directed for me, and estimates based on these surveys which the late Mr. R. E. Wright was good enough to frame for me, have demonstrated beyond doubt that my estimate of Rs. 5,500 per mile was 10 per cent. too high.

And when, as appears to me to be inevitable, the cheap extension of this line through Jhalrapatan and Kotha to Bandikui opens up that country now sealed against trade by length of road haulage, the prospects of the Godhra-Rutlam line will be even more favourable.

In my former memorandum the coaching earnings were estimated at Rs. 5,000 per mile per annum, but since that time I have had the traffic on the Ajmere Khandwa section carefully investigated, and in communication with

the General Traffic Manager and the Chief Auditor, I have thought it prudent to take a lower estimate than then submitted. We have agreed that Rs. 4,000 per mile per annum, which is but little in excess of the actual earnings on the Ajmere-Khandwa section, will be a safe figure, and I frame my calculations accordingly for a total of Rs. 4,52,000 per annum for the 113 miles.

The gross earnings from both Coaching and Goods Traffic will thus probably amount to Rs. 13,96,647, being Rs. 12,359 per mile per annum, or Rs. 237 per mile per week.

Total Earnings.
Net Earnings.
On the B. B. & C. I. Railway
the percentage has been—
1883 43·10 | 1886 41·11
1881 42·95 | 1887 41·89
1885 43·10

Taking the working expenses as before at 55 per cent. of the gross earnings, which I consider a safe calculation, the net earnings would amount to Rs. 6,28,491 per annum.

According to my own opinion that the probable capital expenditure can be kept within Rs. 1,46,00,000 or, say, even Rs. 1,50,00,000, the return on this outlay will be 4·19 per cent., while the needful capital can be readily raised at 3½ per cent. on the Company's guaranteed debentures.

Taking Mr Molesworth's corrections of Mr. Parker's estimate of the cost of the line which put the total expenditure at Rs. 1,66,25,000 (I still adhere to my opinion this can be reduced by 20,00,000), the net revenue above estimated will give a return of 3·78 per cent. on the capital outlay.

1st June 1888.

W. S. S. BISSET.

APPENDIX B.

Letter No. G. 3613, dated 4th April 1888, from the General Traffic Manager B. B. & C. I. Railway, to the Agent, B. B. & C. I. Railway.

In returning the file of papers in the Godhra-Rutlam case, I have the honour to draw attention to para. 3 of my No. G2016 of 20th February last, in which I mentioned that double trains were a wasteful arrangement, and on this point some further remarks appear necessary:—

(1.) The running of double trains has, when possible, been much

resorted to under stress of necessity ; thus as many as 25 engines have, I believe, worked up from Bandikui to Jeypore. The passenger trains being single trains, and it not being possible in practice to work all the trains in the Bill, most of the others have been double trains :—

3 single, and say
11 to 14 double trains.

The maximum number of trains in the Time-bill is 16.

(2.) No more than 40 loaded wagons can be attached to a train with two engines and not more than 50 empties. Taking the F and O class engines, this means a heavy loss of haulage power.

(3.) The length of the double trains is limited by the strength of couplings and by length of crossing sidings at stations. Shunting and Locomotive requirements at stations take longer when there are two engines, and a less number of double than of single trains can be got over the line in 24 hours.

(4.) The tables given above* show that much less than 50 per cent. more wagons can be got over the line by the use of double trains, and except on a few short sections, 15 to 20 per cent. is all that can be gained by attaching two engines.

(5.) The other short sections are those on which double trains have been largely used. From Bandikui to Jeypore double trains almost up to the maximum have been run on occasion. In May 1886 it was only by breaking through the rule as to load of double trains not exceeding 40, and taking special precautions, that the traffic was got through from Ajmere to Sojat, large accumulations of wagons took place at Bandikui, Phulera and Ajmere, and, but that business slackened, it would have been necessary to suspend bookings from Delhi.

(6.) From Erinpura to Kesheogunj is a heavy bank, where we always have assisting engines in the busy season.

(7.) If in the last 14 days of May 1886, the average daily number of upwards vehicles was 384, that number was sufficient for one mail, two passenger, and 15 single goods trains. On the day on which 439 vehicles were worked through on the Bandikui-Phulera section, the work done was equivalent to one mail, two passenger and eighteen single goods trains.

N.B.—The mail is not included in the tables which contain only “other” passenger and the goods trains ; and, likewise, three empties have been counted as two loaded—this accounts for the disparity between the number of wagons “up” and shown as “down.”

The Government of India has at its disposal the records respecting previous cases in which it has been deemed necessary to sanction the doubling of single lines in this country, and I doubt if it will be found that greater urgency for relief was shown than in the present case.

I believe more carrying power between Ahmedabad and Bandikui or between Godhra and Bandikui to be necessary, and I consider it would be better to go through fresh country than to double the existing line. The addition of the piece of line from Godhra to Rutlam alone would not be of much service to the Company.

* Not printed.

APPENDIX C.

ESTIMATED TRAFFIC OVER THE PROPOSED
GODHRA-RUTLAM EXTENSION.

Traffic exchanged *via* Sabarmati between B. B. & C. I. stations and stations on the Malwa section during the year ending 30th June, 1887 :—

Forwarded from Guzerat to Malwa stations south of Lambia.	Salt.....	Tons. 17,213
	Tobacco	3,984
	Other traffic.....	4,140
		25,337
Forwarded from Malwa stations south of Lambia to Guzerat.	Grain and Pulses, includ- ing Wheat.....	5,198
	Other traffic.....	5,389
		10,587
	Total Tons.....	35,924

Traffic between Bombay and stations north of Mhow on the Malwa section, which was sent *via* Khandwa during the year ending 30th June 1887 :—

Forwarded from Bombay.	Bagging	Tons. 865
	Cocoanuts	1,037
	Fruits	1,056
	Grocery	882
	Metal	2,522
	Oil	476
	Piece-goods	2,836
	Sugar and Jagree.....	2,816
	Wine and Spirits	88
	All other articles of mer- chandize.	1,549
		14,127
Received at Bom- bay.	Cotton	5,035
	Food-grain	1,885
	Hides	184
	Jowari	661
	Linseed	16,238
	Opium	261
	Spices.....	1,205
	Teelseed	2,079
	Wheat	37,938
	All other articles of mer- chandize	554
		66,040
	Total forwarded from and received at Bombay.....	80,137

Salt from Kharaghora to Central Provinces, via Dadur, Tons. during the year ended 30th June 1887... .. 13,342
 The total goods traffic, as detailed above, is 129,433* tons and the earnings therefrom at 8 pies per ton per mile...Rs. 6,09,413=Rs. 5,393 per mile.
 Estimated Passenger traffic....., 4,52,000=, 4,000 ,, ,

Another important fact to be considered in connection with this proposed extension is that it would result in a clear saving to the public of over Rs. 4,16,000 a year, in the cost of carriage of the present rail-borne traffic and of over Rs. 1,40,000 a year on the 15,000 tons which is now carried in carts by the public road between Godhra and Central India, or say a total of over 5,56,000 rupees a year, which is arrived at thus :—

(a) Estimated earnings on the Godhra-Rutlam extension of 113 miles on diverted traffic between Guzerat and Malwa via Ajmere, 35,924 tons at 8 pies per ton per mile.	Rs. 1,69,142
(b) Ditto on diverted traffic between Bombay and Malwa via Khandwa.	3,77,452
(c) Ditto on diverted salt from Kharaghora to Central Provinces via Dadur....	62,819
	6,09,413
Add estimated cost of carrying the traffic over the B. B. & C. I. and R.-M Lines via Anand and Godhra in the case of (a)	1,54,292
Ditto ditto over the B. B. & C. I. Railway in (b) ..	10,58,000
Ditto ditto (c) ..	84,499
Ditto ditto over the R.-M. Railway in (c) ..	66,710
Ditto ditto over the G. I. P. Railway in (c) ..	1,49,590
	21,12,504
Present approximate cost of carrying the traffic (a) over the R.-M. Ry. 6,81,009	2,55,531
“ “ (b) “	9,36,531
“ “ (b) over the G. I. P. ...	12,02,912
“ “ (c) over the B. B. & C. I. and the G. I. P. Rys.	3,89,486
	25,28,929
Estimated gain to the public on rail-borne traffic ...	4,16,425
Do. on 15,000 tons of traffic per annum, now carried by road at 2 annas per ton ...	Rs. 2,11,000
Deduct cost by rail 113 miles at 8 pies per ton per mile ...	70,625
	1,40,375
Total estimated saving to the public ...	5,56,800

J. O'CONNELL,
 Chief Auditor and Accountant.

BOMBAY, 1st June 1888.

* Besides this, there is about 8,800 tons of coal annually from Bombay for use on the Khandwa-Rutlam Section of the R.M. Railway, the earnings from which at the Revenue rate would amount to about Rs. 18,000 per annum for the Godhra-Rutlam Section.

APPENDIX D.

Demi-official letter from T. D. Little, Esq., Superintending Engineer, N.D., to Major Bisset, dated Broach, 7th April 1888.

I send you a copy of some rough notes which I supplied demi-officially to the Railway Department of the Secretariat a few months ago. You will see that I think you have been very modest indeed, and the increase already obtained since the construction of the line to Godhra would, for goods traffic, justify a more sanguine estimate than you have indulged in. I have not yet received traffic figures for the year just closed (on the 31st March); but I do not think they will be of much help when they do come for, owing to low export rates and high prices early in the season in parts of Central India, much of the grain from Dohad and Jhalod went east and north instead of to Godhra and Bombay. This was a return to the state of things which existed many years ago when the Dohad and Jhalod Mahals were looked on as granaries for their neighbours north and east, but railway communication had changed the course of trade, and for years past the bulk of the export had been towards Godhra and Bombay, and the change this year is, I believe, purely temporary and special, and is not likely often to recur. The timber trade had been fairly active, and this had to some extent made up for loss in grain, and I do not expect the falling off in the total traffic on our roads to be serious, and a good road traffic means a good railway traffic as a rule.

Next to timber the two heavy traffic items will be tobacco and salt, and they will be carried through between Guzerat and Central India. The former is likely to increase when the distance and the transport charges to the chief markets are reduced, and in the salt the increase should be very large if the Government policy is in favor of allowing the Kharaghora produce a free field. The late addition to the duty on salt affords, I think, the basis for an argument that Government should be all the more eager to do what is practicable to lessen the extra burden on consumers by giving them cheap access to the localities of production. I believe tastes in salt differ widely, and Kharaghora is the favorite brand in a great portion of Central India, and your railway to Rutlam would reduce the cost materially to a very large body of consumers.

In my opinion a country which produces heavy and bulky crops, such as timber, grain and jungle produce in general, has a great deal to carry, and is specially fit for a railway, and your proposed line will have a large area of this character on both sides of it, from which to draw, while at its two ends are thickly populated areas which are ready to absorb freely or pass on to others all the supplies obtainable. I treat timber as a crop, and there is a good deal of forest which produces excellent teak rafters in about 10 to 12 years and fair-sized poles in 15 to 25 years, and there is always likely to be a large demand for this for building purposes and for firewood also. These products depend altogether on cheap carriage, and it is very desirable that railway communication should be made available and Government, as large owners of forest land, would be gainers and so also the Native States on and near the route.

I think that some of the stone near Jhalod would find a profitable

market in Ahmedabad, Baroda and elsewhere, and this and other traffic would be developed by the proposed extension.

If I can give you any other information, I shall be glad to do so, and I wish you all success in your endeavours to move on towards Rutlam.

Rough Note referred to in the above letter.

Major Bisset in para. 8 of his memorandum, dated 31st March 1886, gives the traffic now carried between Godhra and Rutlam as 21,000 tons, and estimates that 12,000 tons of this would be carried over the full length of the proposed new line.

The 21,000 tons is the traffic near Godhra on the Godhra and Dohad road, and it includes local as well as through merchandise; but, on the other hand, it does not take in traffic which makes use of side roads (*via* Sunjali, &c.) mainly with a view to avoid the Baria transit duties. The traffic into Godhra from the east (Dohad and Jhalod), including the side routes referred to, may be safely taken at 24,000 tons, of which more than 21,000 tons is actually recorded. Before arriving at Jhalod and Dohad, this amount has been reduced to about 17,000 tons, of which 15,000 is recorded. Beyond Dohad and Jhalod the amount is still further reduced so far as Godhra traffic is concerned, but this is in part balanced by local trade between the two talukas referred to and the east; and on the whole, I consider, that 12,000 tons is a most moderate estimate for the traffic as it is—

My calculations would be—

Traffic at Godhra.....	24,000 Tons.
Do. Dohad and Jhalod ...	17,000 "
Mean traffic for the route	20,500 "

This is the mean for the traffic to the limits of the Dohad and Jhalod Talukas, and the distance is about 55 miles, and the total is about equal to 1,127,500 tons for one mile, and to a little over 10,000 tons for the full distance of 111 miles. This traffic is earned on one-half of the distance, and allowing only 50 per cent. of this for the other half, would give a total of 15,000 tons against 12,000 assumed by Major Bisset.

I consider, too, that the estimated increase of 15,500 tons, as noted in para. 10 of Major Bisset's memorandum, is altogether too moderate. Taking the figures for the Godhra and Pali road for four years previous to the construction of the Godhra extension, we get an average of a little under 40,000 tons per annum, the largest traffic being 43,877 tons in 1881-82. The traffic since the construction of the line (about five years ago) has nearly doubled itself, for the figures for 1886 amount to 72,000 tons. I should expect the development on the Rutlam line to be fully as rapid as in the section of the line already completed to Godhra, and as that can be shown from actual figures to have risen from 38,000 tons a year between 1877 and 1882, to 72,000 tons in 1886, the modest assumptions by Major Bisset of only 20 per cent. increase as regards the new line is, in my opinion, very much below what might be reasonably anticipated.

Regarding the passenger traffic, I do not feel competent to give any useful opinion, but I do know something of the goods traffic about Godhra and Dohad, &c., and I anticipate that this will be larger than estimated.

BOMBAY CHAMBER OF COMMERCE, 12th July 1888.

The SECRETARY to GOVERNMENT, Public Works Department,
(Railway), Bombay.

SIR,—The Chamber has been favored by the Agent of the B. B. & C. I. Railway with a copy of a “further Memorandum” he has recently prepared in support of the extension of the Godra Railway to Rutlam, as a part of the B. B. & C. I. system, and I am directed by the Committee to respectfully represent to His Excellency the Governor in Council the approval with which they regard the scheme as now put forward.

2. As His Excellency is no doubt aware, the construction of the Godra-Rutlam line has been consistently advocated by this Chamber for many years past, and in the memorial on Railway Extension, which the Chamber had the honor to address to the Government of India, through the Bombay Government, on, 11th February 1884, the line was represented as, in the opinion of the mercantile community, only second in importance to the Indian Midland and the Nagpore-Bengal undertakings. Since then the reasons in favor of the extension have materially gained in strength, as not only has the certainty of a remunerative local traffic been clearly demonstrated, but the necessity of affording relief to the Ahmedakad-Ajmere section of the Rajputana-Malwa Railway has forced itself on the attention alike of the railway authorities and the commercial public immediately interested.

3. The reports of the responsible railway officials, which Major Bisset cites, afford of themselves sufficient evidence that the traffic on the Rajputana-Malwa must at no distant date reach a point entirely beyond the working resources of the line; and my Committee—several of them from delays and difficulties encountered in their actual experience as receivers and transmitters of merchandise—can give the additional weight of their testimony to the same effect. During the export season of 1886 trade with the North-West was so seriously hampered by the delay in transit on the Rajputana-Malwa route, that buyers of produce in the interior markets had, in several instances, to suspend operations, and that there has been no recurrence of a like state of things since, is solely due to the deficient harvests of the leading export staples of the tributary districts in the past two years.

4. A continuance of light crops cannot fortunately be counted upon in the future, and with the first bountiful yield

of wheat and oil seeds in the Punjab and the North-West Provinces, merchants here look forward to seeing a block in through trade between Ahmedabad and Ajmere to which anything that has hitherto been experienced will be comparatively insignificant, the recent rapid development of local traffic being of itself already almost sufficient to tax the utmost carrying powers of that section.

5. From this point of view the task of removing the ultimate pressure on the Rajputana-Malwa system must inevitably be faced and dealt with at no very remote period, and as a means of accomplishing that end, the Committee of the Chamber would most decidedly prefer the Godra-Rutlam extension—opening out a new tract of country and giving every promise of a large and profitable traffic of its own—to either the doubling of the metre-gauge or the conversion of the Rajputana line to the broad-gauge. Embracing as it does the combined advantages of an alternative relieving route and an independently profitable undertaking, the proposal appears to my Committee deserving of all support.

6. The offer of the B. B. & C. I. to construct the Godhra-Rutlam extension as an integral part of their system, is, moreover, an additional advantage of no inconsiderable value. The Committee of the Chamber see no reason to doubt that the Directors would be able to provide the necessary funds by the issue of debentures in the London market at $3\frac{1}{4}$ per cent. per annum, or at all events at a rate which would leave a surplus from revenue on completion of the project. But they cannot at the same time overlook the fact that even a secondary financial liability of this character is not a commitment to be lightly regarded by the Supreme Government in the existing position of the country's finances. While, therefore, the Committee would unhesitatingly recommend the immediate prosecution of the scheme under more favorable financial conditions, they can only now express their strong approval of it in the interest of the trade and commerce of Western India, and ask the favor of His Excellency the Governor in Council placing on record with the Government of India his own and the Chamber's opinion that the line should be pushed forward directly the financial prospects of the Empire show signs of improving.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

MEMO.

No. 13050 W.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE,
BOMBAY, 29th October 1888.

The following is forwarded to the Secretary, Chamber of Commerce, Bombay, with Agent's compliments.

H. M. STEUART,
for Agent.

3. No. 29, p. 353.—GODRA-RUTLAM RAILWAY.

Extract para. 3 from Board's Despatch No. 1120, dated London, 28th September 1888, addressed to the Agent.

The Board note with satisfaction that the Chamber of Commerce of Bombay have again addressed Government in support of the construction of the Godra-Rutlam Railway as a part of this Company's undertaking. The Board, however, think that the financial prospects of the Empire will show signs of improvement sooner if progress is made with railways that will develop trade and open out the country.

They trust that, as the Chamber urge, this proposal may also receive the strong advocacy of the Government of Bombay, in the interests of the trade of the port, which would expand largely if there were more numerous railway passages provided for it through the mountain barrier that separates the fertile and thickly populated internal districts from the Western Seaboard.

APPENDIX J.

SCHEME FOR THE CONSTRUCTION OF A METRE-GAUGE LINE FROM DELHI TO UMBALLA AND KALKA.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,
AGENT'S OFFICE,
BOMBAY, 6th June 1888.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am desired by the Agent to send you for submission to the Committee of the Chamber a copy of a letter addressed to Her Majesty's Under-Secretary of State on behalf of an influential body of promoters who, after preliminary correspondence with the India Office, had made complete arrangements for undertaking the construction of a "private enterprise" railway from Delhi to Umballa and Umballa to Kalka, as an extension of the Rajputana-Malwa Railway on the metre-gauge, this enterprise to be on Bengal and North-Western terms, viz., Government to give the land free of cost, and the Company to trust to its own earnings for dividends.

The promoters venture to think that the refusal by the Secretary of State for India of a line offered on these terms is a matter which will commend the attention of the Chamber of Commerce of Bombay, which has always taken a leading part in supporting all sound railway enterprise, and particularly those which forward the interests of the Bombay trade.

They would accordingly desire the co-operation of the Chamber in support of this renewal of private enterprise in Indian railways.—I am, &c.,

F. T. RICKARDS, Secretary.

45, FINSBURY CIRCUS,
LONDON, 11th May 1888.

To the UNDER-SECRETARY of STATE for INDIA, India Office, Whitehall.

SIR,—I have the honour to acknowledge the receipt of Sir John Gorst's letter, No. P.W. 755, dated 25th ultimo, intimating that, in consequence of the Government of India having repeated their strongly expressed opinion that the line from Delhi to Kalka should be on

the broad gauge, the Secretary of State is unable to accept the proposals of the gentlemen on behalf of whom I am acting to construct that line on the metre gauge.

2. Those gentlemen now desire me to point out that their proposals were in accordance with "the basis of the terms embodied in "the Bengal and North-Western Company's contract" for the construction of a metre-gauge railway, and it was on those terms, without referring to a change of gauge, that Sir John Gorst, in his letter No. P.W. 176, of 29th February last, expressed "the readiness of "the Secretary of State to proceed with negotiations." The alterations suggested in the terms in my letter of 22nd March were distinctly stated, in its concluding paragraph, to be open to acceptance or rejection by the Secretary of State at his discretion.

3. The Secretary of State need scarcely be reminded that the successful launching of projects of this kind depends on the prospect of profitable returns, but there is at present no instance of striking success in any Indian railway constructed by private enterprise without a guarantee from the State. A low mileage capital cost is, therefore, an essential condition for an unguaranteed line; and the prospects of such profitable returns as will render Indian railway enterprises of this character attractive to English investors become increasingly doubtful the further this condition is departed from. Bearing this requirement steadily in view, the gentlemen whom I represent, having secured a promise of the funds needed for a metre-gauge railway from leading financial firms of London, having made every arrangement for the immediate prosecution of the works, and feeling encouraged by the explicit declaration made by Sir John Gorst in his letter to the Barrow Chamber of Commerce, copy of which is attached, that Lord Cross was willing to offer all reasonable facilities for "the free exercise of the agency of private enterprise," awaited, with confidence, the final reply of the Secretary of State to their proposals. They are disappointed to find from that reply that the Government of India demand, probably for military defensive purposes, considerable additions to the capital outlay contemplated, yielding no commensurate profit, and that the Secretary of State has, consequently, felt himself bound to decline to permit them to organize a company to construct a railway involving no liability on the finances of India, meeting on a continuous gauge all possible commercial requirements, serving a densely populated and fruitful agricultural country now deficient in railway facilities, and likely to prove, with a limited capital and under experienced and economical management, a success which would do more to promote the investment of English capital on unguaranteed railways in India than any argument.

4. In the event, however, of a railway from Delhi to Kalka being constructed or worked hereafter through any other agency than that of the State, my principals, who are also the Directors of the Bombay, Baroda and Central India Railway Company, and whose sole motive in offering to incur the personal responsibilities attached to non-guaranteed enterprises, has been to develop the revenue of that Company and of the allied undertaking, the Rajputana-Malwa Railway, desire me to express their earnest hope that the interests of which they are the guardians will be protected, by stringent clauses, in any contract or working agreement that may be entered into, against the

diversion³ of trade from Bombay by rates favouring Calcutta or Karachi, or by any other means that would tend to deprive Bombay of its natural mileage advantage in the carriage of the goods produced for export in the district to be traversed by the new line. They believe that if a railway could be made from Phalera via Rewari to Kurnal, it would help to keep the trade in its present direction, and if Government do not deem it advisable to make this line themselves, the gentlemen for whom I am acting may take up the matter at a later date, if the Secretary of State is prepared to accept the terms already proposed, under the heading "New Clause 37," in para. 3 of my letter of the 22nd March last.

5. This concession my principals think they are reasonably entitled to expect as some return for the endeavours they have made to promote the policy of carrying out railways in India by private enterprise, in accordance with the repeated declarations in favour of such a policy made by successive Secretaries of State in Parliament, and they have only been prevented in this instance from bringing matters to a successful issue by what appear to be military and political requirements, for all commercial ends are amply met by the proposals I have submitted on their behalf. These requirements my principals tried to meet, as far as lay in their power, by offering to make the earthworks and bridges of the proposed railway adaptable for carrying a broad-gauge road when needed by Government. But no public company, entirely dependent for its dividend on its commercial receipts, collected on a line not enjoying a monopoly, but in active competition with other railways, has a right, with due regard for its shareholders, to undertake the full provision for such requirements without a corresponding pecuniary equivalent.—I have, &c.,

T. W. WOOD.

Extract from "HERAPATH'S RAILWAY (AND COMMERCIAL) JOURNAL," June 11, 1887.

INDIAN RAILWAY EXTENSIONS.

Writing to the Barrow-in-Furness Chamber of Commerce, Sir John E. Gorst says :—"Viscount Cross desires me to repeat the assurance already given to the Association that he is fully sensible of the value of railways in India, and is desirous of seeing their extension speedily, but at the same time judiciously carried on ; but hitherto, as you are aware, it has been almost invariably necessary to accompany their prosecution with a guarantee from the Government of interest on the capital employed. Railway operations in India have thus become inseparably connected with the financial arrangements of the Government, which, especially when taken with the low rate of exchange now prevailing, entail a serious demand upon the resources of the State, and might, if carried too far, call for fresh taxation, the great objections to which were clearly recognised in the report of the Select Committee on Indian Railways of 1884, of which you were a member. The Committee stated their wish most emphatically to endorse a declaration of the Government of India that the proposed extension of railways should not involve additional taxation. Notwithstanding these difficulties, however, the Government of India have, both directly and through companies, undertaken within the last five years

several extensive railway works, which include frontier lines^o on the north-west lines in Burmah, and lines in various parts of the country, which, besides serving important political and commercial purposes, will assist to mitigate the effects of famine, the aggregate cost being about £35,000,000. While, however, the efforts of Government, either direct or through guaranteed companies, are necessarily restricted by financial considerations, and by the obligation to avoid any step which might lead to additional taxation, the field of private enterprise is unlimited, and I am desirous to state that Viscount Cross is most willing to offer all reasonable facilities in his power on the part of the Government of India to the free exercise of such an agency, and will be happy to receive any suggestions from the Association of Chambers of Commerce of the united Kingdom in view to the application of the principle."

BOMBAY CHAMBER OF COMMERCE, 14th June 1888.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, (Railways), Simla.

SIR,—From information that has reached this Chamber, the Committee have learned that a scheme for the construction of a metre-gauge railway from Delhi to Umballa and Umballa to Kalka, as a private enterprise, has been for some time before Her Majesty's Secretary of State for India; but that, owing to the representations of the Government of India in favour of the line being laid on the broad-gauge, the proposals of the promoters have been declined.

2. This Chamber, whenever it has had the honour of submitting its views on railway communications to Government, has invariably advocated the construction of all trunk lines on the broad-gauge, to which, as a principle of general policy, it still consistently adheres. And if Government sees a reasonable probability of the Delhi-Kalka line being constructed by private enterprise on the broad-gauge without undue delay, the Committee of the Chamber consider that it would be impolitic to entertain the project for a metre-gauge, and the position assumed by Government would have their entire approval and support. But if the information at the disposal of the Chamber is correct, there is no likelihood of reliable promoters being found at present for the scheme on the basis of a 5'-6" line, while other and special reasons exist for a departure from the general rule in this instance, and the Committee have the honour to request that you will submit their views in this respect for the consideration of His Excellency the Governor General in Council.

3. The promoters of the undertaking as a metre-gauge line are, my Committee understand, the Directors of the B. B. & C. I. Railway, who, having satisfied themselves of, and demonstrated to Government, the profitable character of the enterprise, would be prepared to treat it as a continuation of and a feeder to the Rajputana-Malwa Railway, thus ensuring efficient and economical working, and other appreciable advantages arising from connection with a large and well-developed system.

4. The chief recommendation, however, which the scheme has in the eyes of the Chamber, is the facility which it affords for bringing rapidly and favorably to the notice of the investing public in England the scope which exists in India for the development of private railway enterprise on a profitable footing. To this the Government of India has always, and in the opinion of this Chamber most justly, attached the utmost importance, and the Committee respectfully urge that it ought in this instance to override what might otherwise be considered serious adverse considerations.

5. The desirability of carrying through at the present juncture a promising railway scheme without the aid of a Government guarantee is forcibly shown by the existing position of the Bengal and North-Western Company, which is practically the only line of any magnitude that has so far been constructed in India by purely private enterprise. Commenting on the last annual report of this Company, a leading financial organ in London recently said :—

“ The enterprise is a kind of Government venture—an
 “ experiment in the way of trying to encourage
 “ the investment of private capital in India with-
 “ out a guarantee. The experiment has so far
 “ failed.”

and another writer says :—

“ This is one of the first railway undertakings in India
 “ which has attempted to work on its own bottom,
 “ and it would be a pity if it should be a warning
 “ to intending investors that non-official under-
 “ takings of the kind are doomed to failure. As
 “ it is, there is too much friction between plant-
 “ ers, traders and other private interests in India
 “ on the one hand, and Indian officialism on the
 “ other. Individuals have been heard to declare

“ from their experience that non-official trade and
 “ industry are handicapped, unless the support
 “ and countenance of the Government and Gov-
 “ ernment officials is first obtained. Yet India
 “ is crying for British capital, and it is impossible
 “ that the Government can undertake to guarantee
 “ sterling interest on every joint-stock concern
 “ in that Empire. The cry is often heard that
 “ Indian interests are sacrificed to English office-
 “ holders and English prejudices. Early proof
 “ must be given to the contrary, if capital is to
 “ flow freely into India.”

6. Views of this kind, promulgated with all the weight of the London press and supported apparently by the unfavorable results hitherto obtained, do an immensity of harm in obstructing the outflow of capital to this country, and if ever private railway enterprise in India is to attract support from the investing public at home, it will be necessary to demonstrate by practical proof that all undertakings of a similar kind are not necessarily bound to give the same unfavorable return as the Bengal and North-Western has hitherto done.

7. If, therefore, the Government experts are satisfied that the Delhi-Kalka line gives fair promise of proving a profitable undertaking, and there is no immediate prospect of it being taken up as a broad-gauge line by a responsible syndicate or company, I am directed to express the hope that His Excellency the Governor-General in Council will afford the metre-gauge scheme of the B. B. & C. I. Railway Company's Directors his early sanction and support.

8. In thus advocating what is practically an extension of the Rajputana-Malwa system on the metre-gauge, my Committee are not forgetful of the fact that this Chamber has previously represented to Government its wishes that it should be converted to a broad-gauge line. Of this, however, they understand there is now little probability, but should the contingency arise at some future period, it might be anticipated by making the embankments, bridges and other essential parts of the work suitable for the 5'-6" gauge, and this the promoters are apparently prepared to do.—I have, &c.,

F. FORBES ADAM, Chairman.
 JOHN MARSHALL, Secretary.

No. 670 R. C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

SIMLA, 29th June 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 14th June 1888, requesting that the views of the Bombay Chamber of Commerce may be submitted for the consideration of His Excellency the Governor General in Council in respect to the proposed construction of a line of railway from Delhi to Kalka *via* Umballa.

2. You observe that if the Government experts are satisfied that this line gives fair promise of proving a profitable undertaking, and if there is no immediate prospect of its being taken up as a broad-gauge line by a responsible syndicate or company, it is hoped that the Government of India will support a scheme which has been put forward for constructing this line on the metre-gauge. You add, however, that if Government sees a reasonable probability of the Delhi-Kalka railway being constructed by private enterprise on the broad-gauge without undue delay, the Committee of the Chamber consider that it would be impolitic to entertain the project for a metre-gauge.

3. In reply, I am to express the entire concurrence of the Government of India with the views of the Bombay Chamber of Commerce as set forth in the concluding part of the preceding paragraph. The Chamber will be glad to learn that there is every prospect that those views will before long be carried into effect. Proposals have already been received from more than one set of promoters who are anxious to undertake the Delhi-Kalka railway on the broad-gauge, and the Government of India is very hopeful of bringing to an early close the negotiations which are necessary for the construction of this line on the broad-gauge without a Government guarantee.—I have, &c.,

M. C. BRACKENBURY, Major, R.E.,
Under-Secretary to the Government of India.

APPENDIX K.

DOUBLING OF THE G. I. P. RAILWAY FROM KHANDWA TO ITARSI AND JABALPUR.

BOMBAY CHAMBER OF COMMERCE, *5th September 1888.*

WILSON BELL, Esq., Acting Agent of the G. I. P. Railway Company, Bombay.

SIR,—I am directed by the Committee of the Chamber to address you regarding the necessity which, in their opinion, exists for the immediate doubling of your line of railway from Khandwa to Itarsi, and ultimately to Jabalpur.

2. From the information at their disposal, the Committee believe that, to provide for the traffic now existing, the capacity of that section of your system is already taxed to the uttermost during the busy season in April, May and June, and that when the additional traffic which may be anticipated from the opening of the Midland Railway has to be dealt with, it will be impossible to transport it on a single line of rails.

3. The Committee are aware that the question has already been under the consideration of your Directors, and that the doubling of the section between Bhusawal and Khandwa, now in progress, is regarded as the first stage in the undertaking. It is now upwards of four years, however, since that portion of the work was definitely decided upon, and much yet remains to be done ; so that the extension of the double line to Jabalpur, at the same rate of progress, would take something like fifteen years to accomplish.

4. Unless, therefore, all calculations as to the probable extent of the traffic likely to flow in from the 600 miles of the Midland system, prove utterly misleading, it is evident that there is every prospect of trade being checked and retarded for some years, owing to the deficient carrying capacity of your line.

5. 'My Committee accordingly desire me to express a hope that you will lose no time in impressing upon your Directors the urgent necessity which exists, alike in the interests of the Company and the trade of Bombay, for the immediate construction of a double line from Khandwa to Itarsi, and thereafter without delay to Jabalpur.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 10310.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

VICTORIA TERMINUS,

BOMBAY, 22nd September 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—I am desired by the Agent to acknowledge the receipt of your letter, dated the 5th instant, conveying the views of the Chamber as to the necessity, in their opinion, for doubling this Company's line between Khandwa and Itarsi and on to Jabalpur, and to inform you that the suggestions made will meet with every consideration, both as to continuing at once the doubling of the line to Itarsi, and ultimately beyond.

The matter is one involving very great expenditure, and should only be entered upon after this Company has satisfied itself of the actual necessity of the undertaking after complete and satisfactory enquiry.

The question of the probable increase of traffic on the opening of the through new lines of railway is one that the Company and its officers have not overlooked, and in view of this we are about to incur at Bhusawal a very heavy outlay for increased goods accommodation, and at other stations, though in a minor degree, the Company has been pursuing a continued policy providing for the expansion of traffic now referred to.

I am also to add that your letter will be laid before the Board of Directors, and in the meantime the Agent can only state that in respect to this probable expansion of traffic and the ability of the Company to cope with it under existing conditions, full consideration will be given to the views of the Chamber in the course which it may seem expedient or necessary for the Company to follow.—Yours, &c.,

H. I. P. THOMSON, Secretary.

APPENDIX L.

PROPOSAL FOR A LIGHT LINE OF RAILWAY BETWEEN VINGORLA AND BELGAUM.

No. 61 OF 1888.

VINGORLA HITACHINTAK SABHA OFFICE, 17th June 1888.

From the SECRETARY, VINGORLA HITACHINTAK SABHA, Vingorla,
to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a memorial to Government, from this Sabha, for the construction of a light line of railway joining this station with the Southern Mahratha Country and the Deccan, and to request the favour of your placing it before the Chamber with a request that they will be pleased, in the interests of this Sabha and the people of this, as well as the adjoining districts, to forward it to Government with such favourable remarks as they will deem fit.—I have, &c.,

V. R. RANGNEKER, Secretary.

VINGORLA, 17th June 1888.

To His Excellency the Right Hon'ble LORD REAY, LL.D., C.I.E.,
G.C.S.I., &c., &c., Governor and President in Council, Bombay.

The Humble Memorial of the Members of the
Hitachintak Sabha and the inhabitants of
Vingorla, a sea-port town in the Ratnagiri
District,

MOST RESPECTFULLY SHEWETH,—That your Excellency's Memorialists beg leave to approach your Excellency with this humble memorial, praying for the construction of a light line of railway, laid on the existing line of road between Vingorla and Belgaum, and earnestly solicit your Excellency to give the scheme your early and favourable consideration.

2. Vingorla is a sea-port town of great commercial importance, being one of the chief centres of trade and as a port of shipment ranks third in the whole Presidency. The traffic returns, your Memorialists submit, will fully bear out this statement, and in further proof of the same your Memorialists take the liberty of quoting what Mr. Campbell said about this town and its trade in his valuable work, *The Bombay Gazetteer*, Vol. X. He says, "Ever since the British conquest, Vingorla has been a rising place. It owed its importance in the

first instance to its nearness to the military cantonments of Belgaum and Dharwar, with which it was formerly joined by a road crossing the Sahyadris at the Rampass. The people are vigorous, enterprising and energetic, and take much after the Bombay traders in their liberal and comprehensive views. The opening of the splendid cart-road over the Parpoli pass, and the erection of a lighthouse on the dangerous rocks outside of the port, have given a great impetus to Vingorla, which now among Konkan towns ranks next to, though far below, Bombay. It monopolises the traffic with Belgaum and the neighbouring districts, almost from Nipani to Gokak. All troops pass through Vingorla to and from the Southern Mahratta District. The average yearly value of the trade for the five years ending 1877-78 amounted to £727,369 (Rs. 72,73,690) of which £303,308 12s. (Rs. 30,33,086) were exports and £424,060 8s. (Rs. 42,40,604) imports. The chief articles that pass through the town from the Southern Mahratha Country to Bombay are cotton, gallnuts, molasses, hemp, grain, pulse, clarified butter, groundnuts, country cloth, and in smaller quantities tobacco, turmeric, chillies and spices. The local exports are cocoanuts, betelnuts, cashew nuts, oil of *Kokam* (*Garcinia purpurea*), plaited palm leaves, coir fibre and salt. From Bombay come piece-goods, metals, military stores and miscellaneous foreign articles. As a rule no grain travels eastward. But during the 1877 famine within 7 months no less than 52 thousand tons of grain, valued at £429,688 (Rs. 42,96,880) were received from Bombay and forwarded to the distressed districts. * * * * * A branch road from the Parpoli line, at Akeri, 11 miles from Vingorla, connects Vingorla with Malwan, and also with the main road to Ratnagiri and the northern parts of the district."

3. Your Memorialists beg leave here to observe that the aforesaid remarks are still substantially applicable to the Vingorla of the present day, though owing to certain changes in circumstances some modification is necessary. The income of the Municipality has since then risen considerably. The four toll houses, each of which then yielded not more than Rs. 3,500, now each yields Rs. 12,000 at the very lowest. The population has also undergone an increase and the town has prospered in every respect. Even the opening of the Southern Maratha and the West India Portuguese Railways which would, it was once feared, seriously injure, if not altogether annihilate, the trade of this port, have belied these anticipations, though your Memorialists must admit that there has been lately a slight diminution of traffic. But they respectfully submit that it is not so great as to justify the fear once entertained in some quarters, that this place will soon lose its high position and sink into insignificance. On the contrary, recent experience has clearly proved that this port will ever continue to command a very considerable traffic, and if the present prayer of your Memorialists is granted at an early date it will soon be able to make up the recent loss.

4. A striking fact to which your Memorialists would beg your Excellency's careful attention is, that in spite of the facilities afforded by the opening of the aforesaid railways and the Mormugao port, and notwithstanding the reduction of rates to the lowest possible limit over those lines, some of the produce, such as cotton, groundnuts, &c., of such distant places as Nargund, Dharwar, Hubli, Athni, Gadag and even Bagalkote still finds its way to Vingorla for shipment; and

though the quantity thus transported is comparatively small, the fact sufficiently proves how the facilities of a good cart road and settled agencies, and above all the cheapness of carriage will always command preference, and force some of the trade of these and the neighbouring places to flow along the Amboli ghat road.

5. Your Memorialists beg further to point out that besides the aforesaid districts, which, though traversed by a railway line, find it too expensive or otherwise inconvenient to avail themselves fully of it, there are other great centres of trade such as Nipani, Ajra, Chikedi, Sankeshwar, Belgaum, &c., dealing extensively in docra cotton, ground-nuts, wheat, rice and various other grains, which can derive no benefit from the aforesaid railways, but have excellent roads joining the Amboli road, by which consequently they will always find it advantageous to transport their goods to Vingorla. The same is the case with some places in Goa, such as Saukli Mahal, Pedna Mahal, &c., which send up cocoanuts, betel-nuts, cashew nuts, coconut oil and other products in large quantities to Belgaum and the neighbouring Ghat districts by the Amboli Ghat road. Neither the Southern Maratha nor the West India Portuguese Railway will ever secure this traffic. It will always be carried by the Amboli road, whether there be a railway line laid upon it or not. But if your Excellency is pleased to sanction and assist the construction of a light railway, your Memorialists beg leave to express their confidence, that it will greatly stimulate production in those places and effect a vast development in the traffic.

6. The only basis upon which your Memorialists can calculate pretty approximately the probable income of the railway line, is the goods and passenger traffic carried over the road on which they would like to see the line laid down. It has been found that even under the present depressed state of trade, about 300 laden carts on an average pass every day along the road between Belgaum and Vingorla, not taking into account a number of other carts daily running between the intermediate places. Taking Rs. 5, the lowest cart-hire between Vingorla and Belgaum as the standard, the goods traffic alone would bring in more than 5 lacs of rupees every year. Besides this the passenger traffic to the Deccan and Bombay from the northern district of the Goa territory, the Savantwari State, the Malwan, Deogad and Vingorla Talukas for the Ratnagiri Zilla, would be very considerable, especially during the monsoon when the coasting steamers, by which fully 500 passengers are landed and embarked daily at the ports from which traffic would be drawn to the railway, cease to run.

7. Such is the lowest estimate formed from the present depressed traffic. The salt works at Shiroda, eight miles distant from Vingorla, which produced until now only 60,000 maunds of salt every year, are, owing to the opening of new salt pans, expected to yield double the quantity in the next year. Almost the whole of the salt will be exported to the Ghat district. Further, a small sanitarium has been established at Amboli, which would, if traversed by a railway connecting it with the sea-coast, and a principal civil and military station in the Southern Mahratha Country, attract many visitors. The railway might also be worked to a great extent, if not entirely, with firewood obtained from the Sawantwari and other neighbouring forests. Bearing in mind these facts, as also the certain increase of traffic which will na-

turally follow the construction of a line, your Memorialists would crave permission to assert with considerable confidence, that 50 lacs of rupees can be safely and profitably invested in the undertaking.

8. The capital that can be safely invested being so small and the distance over which the line is to run being about 76 miles, an ordinary metre gauge railway would perhaps be too expensive, and your Memorialists have therefore thought it prudent to request your Excellency to sanction the construction of a light railway along the existing cart road, which being very much less expensive will equally serve the purpose. Your Memorialists are glad to observe that the present cart road over the Amboli Ghat is so excellent that it can be very well utilised for laying down a light line of railway. It is provided with iron bridges sufficiently strong to bear any line. It is well metalled and well drained on both sides, and there will be no engineering difficulty whatever on the whole line, except the Ghat extending over nine miles, where the average gradient is a little steeper than 1' in 30' and some additional motive power will be necessary.

9. Your Memorialists have also ascertained from competent authorities that the cost of the whole line with a three-feet gauge will not exceed Rs. 12,00,000.

10. Your Memorialists would beg leave to urge upon your Excellency's attention the important fact, that while the probable income of the line will warrant the investment of 50 lacs of rupees, the actual amount required is only 12 lacs. And if the Government is pleased to guarantee four per cent. interest thereon, the amount will be easily forthcoming. Further even assuming that places like Dharwar, Hubli, &c., through or near which the Southern Maratha Railway runs, will always avail themselves fully of its advantages and of the Mormugao port, and never send any of their produce to Vengorla, the traffic between Vengorla and Nipani, Ajra, Chikodi, Sankeshwar and Belgaum on the one side and Sawantwari and a portion of the Goa territory, Malwan, Deogad and Vengorla on the other, will never cease. No existing line of railway can attract it to itself. Making therefore every allowance for the possibly low estimate of cost and the high estimate of income, your Memorialists beg leave to confidently submit that a light line of railway would be a most sure success. Your Memorialists do not entertain a shadow of doubt, that it will not only pay handsome interest on the outlay, but will in addition be a source of considerable profit to the company that undertakes the construction, as well as to the Government that helps the undertaking, and to the people at large.

11. Your Memorialists therefore most earnestly pray and confidently trust, that your Excellency in Council will be graciously pleased to take this matter into your early, kind and favourable consideration, and by guaranteeing four per cent. interest on the capital required for the undertaking, confer the inestimable blessing of cheap and speedy communication between the port of Vengorla and the Ghat districts of the Southern Mahratha Country.—And your Memorialists, as in duty bound, shall ever pray.

V. R. RANGNEKER,

Secretary to the Hitachintak Sabha.

BOMBAY CHAMBER OF COMMERCE, 28th June 1888.

The SECRETARY, VENGORLA HITACHINTAK SABHA, Vengorla.

DEAR SIR,—I am directed by the Committee of this Chamber to acknowledge the receipt of your letter No. 61 of the 17th instant, together with a copy of the memorial addressed by your Sabha to H. E. the Right Hon'ble Lord Reay, praying for the construction of a light line of railway between Vengorla and Belgaum.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX M.

ACCELERATED MAIL SERVICE BETWEEN CALCUTTA AND BOMBAY.

No. 177 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

* FORT WILLIAM, 1st February 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a letter from the Director General of Railways suggesting the running of fast weekly trains between Bombay and Calcutta in connection with the Peninsular and Oriental Company's mail steamers, and to request that the Government of India may be favoured with the views of the Chamber of Commerce on this proposal.—I have, &c.,

M. C. BRACKENBURY, Major, R.E.,
Under-Secretary.

Copy of a letter, No. 034 T., dated 24th January 1888, from the Director General of Railways, to the Secretary to the Government of India, Public Works Department.

I have the honour to suggest that the introduction of an accelerated mail service by the Peninsular and Oriental Steam Navigation Company between England and India may be deemed a fitting occasion for doing something more on the Indian railways to accelerate the mails, and to promote the comfort and convenience of passengers, starting from or bound for Calcutta in connection with the Peninsular and Oriental Steamers.

2. This might be easily done by running a fast weekly train over the East Indian and Great Indian Peninsula Railways in connection with the Peninsular and Oriental steamers, with a dining saloon, and perhaps a Pullman's car, thus avoiding all stoppages for refreshments, in order to accelerate the service. Some further time might be saved by not running the train into Allahabad at all, and letting all the up-country passengers join the train at Naini Junction.

3. It is probable that in this way, by starting the train at a slightly earlier hour from Calcutta, and timing it to arrive at Bombay with just sufficient time to tranship the mails to the steamer, practi-

cally a whole day might be saved to the Calcutta public in the length of the journey. In a similar way, by starting the special immediately the steamer arrived, it might be possible to get the mails into Calcutta on Wednesday morning, and let them leave on Wednesday night, thus giving the public the opportunity of answering their mail letters at once.

4. I need hardly remind you that the North-Western Railway runs fast trains once a month in connection with the Hall Line steamers; and that the interests there involved are by no means of such magnitude as those in connection with the mail steamers to and from Bombay.

BOMBAY CHAMBER OF COMMERCE, 10th February 1888.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—A reference having been made to this Chamber by the Government of India, Public Works Department, Railway Traffic, enquiring as to the desirability of running fast weekly trains between Bombay and Calcutta in connection with the P. and O. Company's mail steamers, I am directed to ask what views your Chamber entertain on the matter. The service would be more of a convenience and of greater importance to the public of Calcutta and the Mofussil than Bombay; and my Committee would therefore be considerably influenced in their opinion by the wishes of your Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 12th March 1888.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—On the 10th ultimo I had the honour, by direction of my Committee, to solicit the favour of an expression of the views entertained by your Chamber respecting an accelerated train service between Bombay and Calcutta in connection with the P. & O. Company's mail steamers. This Chamber has deferred an expression of opinion on the subject, pending information as to your views; and I am directed to solicit the favour of your reply as early as possible.—Yours, &c.,

JOHN MARSHALL, Secretary.

No. 220 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 10th March 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—The Committee thank your Chamber for your courteous letter of 10th February, and, in reply, direct me to hand you copy of a letter they have addressed to the Government of India on the subject of an accelerated weekly train service between Calcutta and Bombay.

The delay in replying to your note has arisen from the annual change of the Committee.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 216 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 9th March 1888.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to MAJOR BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department, Railway Branch.

SIR,—I am to thank you for your No. 177 R. T. of the 1st February (despatched on 6th idem), giving cover to copy of a letter from the Director General of Railways, suggesting the running of fast weekly trains between Bombay and Calcutta. In reply I am to say that the Committee of the Chamber of Commerce cordially support the suggestion of the Director General, and trust that it will speedily be carried into effect.

The Committee will make no suggestion as to details, as they feel sure due regard will be paid to the public convenience as regards the intervals between the arrival and departure of the mails from and to Europe.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th March 1888.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Railway Traffic, Calcutta.

SIR,—I have the honour to acknowledge the receipt of your letter, No. 177 R. T. of 1st ultimo, requesting the opinion of the Chamber on a suggestion of the Director General of Railways to run a fast weekly train between Bombay and Calcutta in connection with the P. and O. Company's mail steamers.

In reply, the Committee of the Chamber direct me to say that the suggestion meets with their approval, provided the arrangement will not affect the regular daily mail service between Bombay and Calcutta; and that the arrival of the weekly fast train will be so timed as to avoid any likelihood of detention in the departure of the mail steamers.— I have, &c.,

JOHN MARSHALL, Secretary.

No. 644.

SEPARATE REVENUE—POST OFFICE.
RAILWAY MAIL SERVICE.

31st January 1889.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

Read—Communication from the Director General of the Post Office of India, No. 164, dated the 3rd October 1888, regarding the proposal for running a fast special mail train between Calcutta and Bombay.

RESOLUTION.—According to the present contract with the Peninsular and Oriental Steam Navigation Company, the inward mails are due in Calcutta on Thursday morning, but it is probable that the Company will be able ordinarily to land the mails in time for despatch either by the ordinary night train which leaves Bombay on Sunday, or by the special train which, under existing rules, is run so as to catch that ordinary train at or before Allahabad. In either of these cases, the inward overland mail will be delivered at Calcutta on Wednesday morning.

2. It is extremely desirable to secure for the large and important trade of Calcutta, if it can be done at reasonable cost, an advantage of a whole week in replying to European correspondence. The Government of India has, therefore, been investigating the possibility of running a special mail train which would leave Calcutta on Wednesday evening during that part of the year in which the outward mails have hitherto left Calcutta on Tuesday, so that the Wednesday would be available for the receipt and disposal of correspondence from Europe, and the special train would still arrive in time for the departure of the mail from Bombay.

3. It is found that such a train can be run at a cost of Rs. 1,546 per week. It would leave Calcutta on Wednesday at 8 p.m., and would arrive at Bombay on Friday at 3 p.m. The Railway Companies would be authorised to carry, at ordinary fares, 1st and 2nd class passengers and their servants bound for Bombay. The stoppages on the way would be as few and short as possible.

4. As the mail service between Europe and India is carried on at a loss, the Government of India does not feel justified in undertaking, at the general charge of the Post Office, this altogether special

service for one part of the Indian community only, and can undertake it only if the expenditure is wholly or nearly covered by special fees levied on the letters and other postal articles, in accordance with the principles of the Postal Union, which authorise the levy of special rates for cases in which special trains are used.

5. The Government of India has, accordingly, determined to make the experiment for eight weeks, commencing with Wednesday, the 20th February 1889.

6. Letters posted for transmission by the special train will be charged a special fee of $1\frac{1}{2}$ anna per $\frac{1}{2}$ ounce, *e.g.*, the rate for the United Kingdom will be 6 annas per $\frac{1}{2}$ oz., instead of $4\frac{1}{2}$ annas; the additional fee for each newspaper will be $\frac{1}{2}$ anna per 4 oz., and for each book packet $\frac{1}{2}$ anna per 2 oz., and no letter, newspaper, or book packet that is not fully prepaid will be carried by the special train. The special rates just mentioned will in no way affect or apply to letters or other postal articles transmitted by the regular weekly mail leaving Calcutta on Tuesday evening.

7. The continuance of the service after the first eight weeks will depend upon a reconsideration of the question with regard to the facts and financial results ascertained by the experiment.

ORDER.—Ordered, that copy of the Resolution be forwarded to the Public Works Department and the Director General of the Post Office of India for information.

Ordered also, that the Resolution be published in the *Gazette of India*.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

APPENDIX N.

ARRANGEMENTS FOR THE THROUGH-BOOKING OF TRAFFIC BETWEEN THE B. B. AND C. I. AND NORTH-WESTERN RAILWAYS.

No. 7016 T. OF 1888.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE,
BOMBAY, 8th June 1888.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am requested by the Agent to lay before the Committee of the Chamber for consideration certain papers upon the questions of through-booking of goods, and of through rates and their partition between the Railway Companies concerned.

These papers are connected with the Resolution of December 1887 by the Government of India in regard to rates and fares, which the Agent regards as differing in the detail measures advocated from the broad principles enunciated in the introductory paragraphs of the Resolution, which are themselves cordially accepted.

The chief points upon which the Agent hopes for the support of the Chamber are those discussed in paras. 5, 6, and 7 of his memorandum of the 27th April, 1888.

The Agent's letter of the 23th January, 1888, discusses the question of what may be called competitive rates between the various ports more fully, and in a way which he feels will command the support of the Chamber.

It does not appear necessary to refer more than incidentally to the scandal of the delay to institute through-booking of goods at Ferozepore junction for a full year after the lines were connected. The matter has at length been settled, and during the period of obstruction this Company has maintained at the junction a forwarding system for any goods that would otherwise have been kept back.—I am, &c.,

F. T. RICKARDS, Secretary.

^a RAILWAY RATES AND FARES IN INDIA.

No. 1446 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

FORT WILLIAM, *December 12, 1887.*

Read again—Despatch from the Secretary of State, No. 132 Railway, dated 19th October 1882.

Public Works Department, No. 162 R.T., dated 2nd March 1883, to the Government of Bombay.

Public Works Department Resolution No. 200 R.T., dated 25th February 1886.

Despatch from Secretary of State, No. 16, Railway, dated 25th February 1886.

Read also—Letter from the Director General of Railways, No. 775T., dated 20th August 1887, and extract from enclosure.

OBSERVATIONS.—In his Despatches read again, the Secretary of State expressed the opinion that the rates and fares on Indian Railways should be dealt with as nearly as possible as they would be by independent Companies, *i.e.*, that the Managers of Railways should be left to fix their own rates and fares, that the interests of Railways and trade generally would be better served by accepting the legitimate consequences of competition, and that the interposition of Government would be justified only in cases where Companies, under the security of a guarantee, might fix rates below what would cover the cost of transport with a margin of profit. The Government of India unreservedly accepted these principles *vide* Public Works Department No. 162 R.T., dated 2nd March 1883, to the Government of Bombay, and in paragraph 11 of this letter His Excellency the Governor General in Council promised to subsequently issue certain general rules, subject to which the Managers of Railways might be left free to fix such rates and fares as seemed most advantageous for their respective lines.

2. The time now appears opportune for promulgating these rules, which His Excellency the Governor General in Council conceives should take the form of formally accepting certain general principles based upon the best recognized practice of the English and American railways. Some of the more important of these principles seem to His Excellency in Council to be as follows :—

I.—That to protect the public and to prevent unreasonable charges on the part of the Railway Administrations, it is necessary for Government to impose restrictions as regards the maxima fares to be levied for the carriage of all classes of passengers, and the maxima rates for all descriptions of goods.

This principle has been recognized in every English Railway Act and in all the Continental ones, as well as in all the American Acts authorizing the constructions of railways.

In India, however, circumstances exist, not to be found generally in the railways of other countries, which make it necessary to fix minima as well as maxima rates and fares. In consequence of the Government guarantee granted to certain railways, it is possible to work a railway in this country at a loss to Government without affecting the pecuniary interests of the shareholders in any way, and at the expense of the taxpayer, *viz.*, when a guaranteed line is not paying the guaranteed interest, and has no near prospect of so doing. A guaranteed Company, under these circumstances, might unduly lower the rates and fares in competition below a point which would allow of a margin of profit, unless prevented from following this course by a minimum rate being fixed by Government. These minima, however, will be enforced only when circumstances have shown them to be necessary in the financial interests of Government.

II.—That the charges made to the public are admissible of division into two heads—(a) mileage rates and fares which necessarily vary to some extent with the distance the passengers and goods are carried; and (b) terminals, this latter being a fixed charge for services incidental to the business of a carrier.

The maxima rates and fares are most conveniently fixed at a certain sum as a maximum charge per mile for each class of passenger and per mile per ton (or maund) for each class of goods. As regards terminal charges, however, it may be said at once that it is impossible to prescribe any maximum and minimum to meet all cases. Government must be contented with reserving to itself the power, in the event of cause being shown by any person concerned, of taking evidence on the matter and of fixing what, under the circumstances of any particular case, appears to be a fair and reasonable charge for terminals at that particular station. As regards the classification of goods, an attempt was made at the Traffic Conference of 1884 to introduce an uniform classification, but owing to the opposition of one important Railway it was devoid of results. A move in this direction has, however, been made by the adoption by the East Indian Railway, North-Western Railway, Bengal and North-Western Railway, and Tirhoot State Railway, of a classification common to all four railways, and it appears to His Excellency in Council advisable to order the introduction of this classification on all State lines, and, unless due cause can be shown, on all railways to be opened in future.

III.—That when once maxima and minima rates and fares have been fixed, any further interference on the part of Government in the matter of rates and fares is only a restraint of trade. The Railway Administrations, who know their own interests best, should be allowed to alter their rates within the prescribed maxima and minima to suit the varying conditions under which commercial business is everywhere carried on.

In granting this freedom, however, it is assumed that the English Clearing House principle, that in the case of two competitive routes between two stations the Company owning the shortest route fixes the rate, is accepted.

IV.—That, although in the interests of the public, the Govern-

ment should abstain from direct interference in the matter of rates and fares, yet there are certain ruling principles which Government, as the guardian of the public interests, must see are complied with by Railway Administrations. There should be no undue preference; in other words, Railway Administrations ought not to be permitted to make preferential bargains with particular persons or companies, such as granting them scales of charges more or less favourable than those granted to the public generally. Again, in cases where the traffic offering is sufficient to justify this arrangement, Railway Administrations must give reasonable facilities for public traffic between any two railway stations, each Railway Administration being contented to receive for its share of the through rate less than its ordinary local rate.

The justice of this is evident when it is considered that all goods traffic is carried for long distances at lower rates than for short distances, so that if each Railway Administration were to charge its full local rates over its own comparatively short length of line, the aggregate would be so great as to restrict the traffic. The principles enunciated by Sir B. Leslie in his letter No. 633G., dated 25th August 1880, for working through traffic, are all that could be required:—

“The various railway systems should, as far as possible, serve the country as if they were under one management, and the dealer in country produce should not be hampered in his operations by the necessity to base his calculations on as many different scales of rates as there may be railways between the starting-point and destination. This can only be attained by adopting a uniform scale of rates for special or lower class goods which form the bulk of the country produce, and where there are alternative routes, by sending goods according to sender's option. The adoption of a uniform scale of rates for special class goods for the whole of the districts served by the East Indian Railway and Oudh and Rohilkhund Railway will, in my opinion, contribute largely to develop traffic. It will be, in my opinion, to the material advantage of the Railways and interests of the public to adopt a uniform gradation scale of rates for special class goods, both for through and local traffic, on both Railways; the earnings from through traffic to be divided in the ratio of the mileage.”

These rights were secured to the public in England by the Railway and Canal Traffic Acts of 1854 and 1873. Care will be taken to secure the same rights to the public in India in the new Indian Railway Act now under consideration; but in the meantime His Excellency in Council relies on all Railway Administrations, in the interests of the public, giving effect to the above principle IV. as if it already had the force of law.

The question whether the charging of a lower or an equal rate for a longer than for a shorter distance does or does not constitute “undue preference” appears to be at present unsettled in England, although the weight of legal authority is very much against the prac-

tice, and it seems to be at least settled that the charging by a Railway Company of a lower or even an equal rate for a longer than for a shorter distance *does* constitute *prima facie* evidence of undue preference. The Governor General in Council is disposed to instruct the Managers of all State Railways to accept this view of the matter until the Courts of Law in India give a decision on the legality or otherwise of charging a lower or an equal rate for a longer than for a shorter distance, and the Consulting Engineers should use their influence, in the interests of the public, to prevent any undue preference being allowed to exist on guaranteed lines.

3. The Government of India, while enunciating the above principles, which it considers should be observed in the working of all Railways, and which it has determined shall be observed on all State Railways and Railways about to be opened, entertains the hope that the Railway Companies open at present will see that it is to their own advantage to adopt principles which the experience of English Railways and of those of other countries has shown to be most to the interests of all concerned, and leaves it to the good sense and business instincts of the several Railway Boards and Agents to recognize the advantage of uniformity in the working of the Indian Railway system as a whole. A beginning has already been made by the assembling of periodical Railway Conferences; and Government would now go a step further and propose the formation of a Standing Committee of Railway Managers, somewhat of the nature of the Committee of General Managers of English Railways parties to the Clearing House, with the Director General of Railways as *ex-officio* Chairman.

Resolution.—His Excellency the Governor General in Council is accordingly pleased to order as follows :—

- (a) That the schedule of maxima and minima rates and fares forming Appendix A to this Resolution, shall be adopted on all railways worked directly by the State, and by all other Railway Administrations, whether their lines be already opened or not, so far as this schedule is not inconsistent with any contracts or agreements previously entered into; and that it shall not be departed from without due cause being shown.
- (b) That in order that the public may have complete information as to the maxima rates and fares which every railway is authorised to charge, the maxima and minima rates and fares fixed for each railway shall be published in their goods and coaching tariffs, under the signature of a Consulting Engineer if a private company, and of the Secretary to Government in the case of a State line.
- (c) That unless sufficient reasons can be brought forward against the adoption of this course, the general goods classification now in force on the East Indian Railway shall be accepted for all railways worked directly by the State, and by all other Railway Administrations, with the same proviso as to interference with existing contracts as under (a) above.
- (d) That there shall be no undue preference, either as between two Railway Companies or between a Railway Company and a particular person or class of individuals, by making preferential bargains or by granting to one particular Com-

pany or person more favourable conditions for the carriage of goods than to the rest of the public at large.

(e) That the Director General of Railways be instructed to place himself in communication with the several Railway Companies, with a view to establishing a Standing Committee of Railway Managers.

ORDER.—Ordered, that this Resolution be communicated to the

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.

The Chief Commissioners of the Central Provinces, Burma, and Assam.

The Resident at Hyderabad.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Governments and Administrations and officers noted in the margin for information and guidance; also to the Governments of the Punjab, the Resident in Mysore, the Agents

to the Governor General for Rajputana, Central India, and Baluchistan, and the Accountant General, Public Works Department, for information.

Ordered also that this Resolution, and its enclosures, be published in the Supplement to the *Gazette of India*.

R. C. B. PEMBERTON, Colonel, R.E., Secretary.

Documents accompanying—

Appendix A.—Schedule of maxima and minima Rates and Fares.

Appendix B.—Extract paras. 1 to 49 and 122 to 171 from Note by the Director General of Railways, dated 31st July 1887, on Railway Rates and Fares in India.

SCHEDULE OF MAXIMA AND MINIMA RATES AND FARES.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger Fares—</i>		
1st class.....	18	12
2nd „.....	9	6
Intermediate class.....	4½	3
3rd class.....	3	1½
	Maximum.	Minimum.
	Pies per maund per mile.	Pies per maund per mile.
<i>Luggage.....</i>	2	1
	Maximum.	Minimum.
	Pies per mile.	Pies per mile.
<i>* Carriages—</i>		
Single carriages...	42	30
	Maximum.	Minimum.
	Pies per truck.	Pies per truck.
Two or more carriages on one truck.	54	42
	Maximum.	Minimum.
	Pies per mile.	Pies per mile.
<i>† Horses—</i>		
Single horse.....	24	18
	Maximum.	Minimum.
	Pies per fifty miles or portion thereof.	Pies per fifty miles or portion thereof.
<i>Dogs—</i>		
Each.....	96	48

* Subject to a minimum charge of Rs. 5.

† Subject to a maximum charge of one rupee for a parcel not exceeding 5 seers, irrespective of distance.

The rates passed at the Railway Traffic Conference of 1884, as under :—

	First 100 miles.	Every additional 100 miles.
<i>Parcels—</i>	<i>Annas.</i>	<i>Annas.</i>
† Not exceeding 5 seers or 1 cubic foot...	3	1
“ “ 10 “ 2 cubic feet...	6	3
“ “ 20 “ 4 “ ...	10	5
“ “ 30 “ 6 “ ...	13	6½
“ “ 40 “ 8 “ ...	16	8
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet.....	4	2

Parcels exceeding 40 seers in weight, or 8 cubic feet in measurement, may be booked if accommodation will allow.

<i>Goods Rates—</i>	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
5th class	1	1
4th “	1½	1½
3rd “	2	2
2nd “	2½	2½
1st “	3	3
Coal, edible grain, and other low-priced staples carried at special rates	1	1

APPENDIX B TO P. W. D. RESOLUTION No. 14446 R.T. OF 1887.

EXTRACTS (paras. 1 to 49 and 122 to 171) from a Note by Lieut.-Col. L. CONWAY-GORDON, R.E., Director General of Railways, dated 31st July 1887, on Railway Rates and Fares in India.

RATES AND FARES (a).

I believe the time has now come when Government must intervene more actively than it has hitherto done in the matter of rates and fares in force on the Indian Railways. In the first stage of railway development, when railways are practically isolated and competition hardly exists, railway rates and fares are necessarily based solely on local requirements. At a later stage, when the railway system has extended, and the net-work of lines has become more complicated, the railways cease to be useful merely to the local public (b). They pass from being what the French classify as “*Chemins d'intérêt local*,”

(a) In this note, I have made use of all the works on the subject of rates and fares which the very limited resources of the Public Works Secretariat Library placed at my disposal; and I have, as far as I could, purposely adhered to the actual wording of the report, evidence, &c., to which I have referred. In most cases I have given my authority; but in many cases I have been unable to show the extract as a quotation, owing to the necessity of slightly altering the wording in order the better to suit the context.

(b) “Nothing, however, in our investigation of the subject has struck us more forcibly than the fact that the growth of railroad business has been such as to take from the several trunk roads nearly all of the purely local character they formerly possessed.”

“Moreover, with the rapid extension of railways in India, the old conditions under which the traffic was worked must necessarily be modified.”—Extract from letter from the Government of India, Public Works Department, No. 923 R.T., dated 16th September 1886.

into being "*Chemins d'intérêt général*." They become intermediaries between distant points, and their tariffs have to be adjusted to meet the altered circumstances of the case. The numerous cases of disputes between the various competing railway Companies in India, the many complaints put forward by Chambers of Commerce and traders on the subject of Railway rates and fares, that are now referred so frequently to Government for settlement, prove conclusively that India is now passing beyond the first and simple stage of railway development into the later and more complex.

2. I shall, in this note, first indicate what appear to be the principles in regard to railway tariffs that are generally accepted by the best authorities in England, America, and elsewhere; I will then shortly sketch the actual state of railway tariffs in India; and finally put forward some recommendations as to what is now, in my opinion, the best course for Government to pursue.

3. The leading principles which have been accepted in England and elsewhere in regard to railway rates and fares appear to be as follows:—

I. *That, in the interests of the public, in order to prevent unreasonable charges on the part of Railway Administrations who have by Government been given a practical monopoly of the land-carrying trade of the country, it is necessary to lay down some restriction on the maxima fares to be levied by Railway Administrations for the carriage of all classes of passengers and on the maxima rates for the conveyance of all descriptions of goods.*

4. It is perhaps hardly necessary to make any remarks on this principle, for it has been recognized in every English Railway Act, in the German and French Railway Legislatures, and not only in the Railway Acts of the separate American States, but also in the general Act of the United States to regulate commerce passed in February 1887.

5. This restriction is imposed as a matter of public policy, it being impracticable for each one of the public to contract freely with a strong Railway Administration in a small matter of which the Railway Administration holds the monopoly (a).

6. It may be observed, however, that legal maxima rates afford little real protection to the public, since they are usually fixed so high that it is, or becomes sooner or later, the interest of the Railway Administrations to carry at lower rates (b).

7. After maxima rates are fixed, Railway Administrations should have the power of applying to Government for permission to raise these maxima on due cause being shown that the prescribed rates or fares are insufficient; but they should not be allowed to take the matter in their own hands, and to charge rates and fares to the public in excess of the prescribed maxima (c).

8. II. *That the tolls charged to the public, at all events so far as goods rates are concerned, must practically be divided into two heads:—*

A. *Mileage rates, i.e.,—Tolls for the use of the railway, including*

(a) C—Mr. J. H. Balfour Browne; Question No. 1404.

(b) C—Report of the Committee, page V.

(c) C—Mr. J. H. Balfour Browne; Question No. 1170.

the use of wagons and trucks, locomotive power, and every other expense incidental to the conveyance of goods, inclusive of profit.

- B. Terminals, i.e.—***Charges for services incidental to the business or duty of a carrier, such as the working charges, repairs, renewals, and insurance of station buildings, sidings, sheds, platforms, warehouses, cranes, turn-tables, weighing machines, hydraulic power, fixed appliances, machinery, &c.; ground-rent; loading and unloading; clerkage; weighing and checking of goods; stores; covering; portorage, and labour of every description; shunting; gas and lighting; rates and taxes; risk of damage in loading and unloading; cartage; claims for compensation, &c., &c., inclusive of profit.*

9. This division was recognized in the Report of the Select Committee on Railways (Rates and Fares) of 1882 *vide* page V :

“Your Committee, therefore, are of opinion that the right of Railway Companies to charge for station terminals should be recognized by parliament.”

10. It is also recognized in the United States Act to regulate commerce, and in the tariffs laid down by the continental Governments.

11. It is to be noticed that the tolls or mileage rates necessarily vary with the distance the goods are carried, while the terminals are independent of that distance. The sum of the two, which is the charge made by the railway to the public, forms what might be termed a natural differential rate.

12. *III. That the fixed maxima rates and fares under the head mileage rates are most conveniently given in a schedule, showing the maxima fares for each class of passengers per mile, and the rate per ton (or maund) per mile for each class of goods, all the different articles which have to be carried being entered into a prescribed classification, showing the class under which each article is to be considered as belonging for the purpose of fixing the rate.*

13. In the English Railway Acts, for the most part, the classification of goods laid down is most imperfect. It seems to have been the intention of Parliament to give Railway Companies the power of charging a uniform rate per passenger per mile and per ton of goods per mile without distinction of class, with certain exceptions which are specified. The ruling rate is what is called the “*Et cetera*” rate, or the rate which appears in the “*Et cetera*” clause; but that seems to be the standard rate of charge which Parliament authorized the Railway Companies to make, and the articles which are enumerated, and which are put at a lower figure, are exceptions to that rule. These are articles which either are carried in large quantities everywhere, or have some special reference to the district through which the line was about to be constructed (*a*).

14. On the other hand, the classification attached to the American Railway Acts appears to be as complete as could be desired (*b*).

15. A general goods classification should be drawn out by railway experts and sanctioned by Government, or be issued by some Railway Conference so as to command general acceptance. Even when drawn

(*a*) C—Mr. John Noble, General Manager, Midland Railway; Question 1908. Also L.—Paragraph No. 62.

(*b*) C—Appendix No. 6.

out, exceptions must be allowed to particular lines, as it may happen that in certain districts there is a large traffic in certain goods which can be carried at something less than the recognized general rates (a).

16. Companies need not be bound to accept the same classification for local as for through traffic, but it is of course more convenient if they do (b).

17. Such general goods classifications must be elastic, that is, the Conference should have power to change articles from one class to the other.

18. Two points here particularly call for attention,—

1st. The very fact of having any goods classification at all—and no one would dispute the convenience of having a classification—is nothing but recognizing preferential rates for certain articles (c);

2nd. That if Government prescribe a maximum rate for each class of goods without at the same time prescribing a classification, or if prescribing a classification, without placing any restriction on a Railway Administration altering goods from one class to another, it is obvious that the Railway Administration is practically unrestricted for any article whatever within the maximum rate allowed for the highest class of goods.

19. *IV. That under the second head, Terminals—i.e., the charges for services incidental to the business or duty of a carrier—the expense which a Railway Administration must incur in working different descriptions of traffic at different stations varies so greatly that it is useless to attempt to prescribe any maximum to rule all cases. All that can be said is that the charges should be reasonable, and that Government should have the power, in the event of cause being shown by any person concerned, of taking evidence on the matter and of fixing what, under all the circumstances of the particular case, appears to be a fair and reasonable charge at that station for that particular description of traffic.*

20. The Select Committee of 1882, in their report remarked—

“The same thing is true of terminal charges. The circumstances are so various and so constantly changing that any legal maxima which might now be fixed would probably be above the charges now actually made, certainly far above those which will hereafter be made. Indeed, attempts made in 1861 and 1866 to fix a maximum for terminals broke down because the only maximum that could be agreed upon was so much beyond the charge then actually made to coal-owners that the coal-owners feared it would lead to a rise in that charge.” * * * *

“Your Committee, therefore, are of opinion that the right of Railway Companies to charge for ‘station terminals’ should be recognised by Parliament, so as to provide by a general Act that the sums which they claim a right to demand for terminals of any kind at each

(a)—C Mr. John Noble, General Manager, Midland Railway; Question No. 1911.

(b)—C The same witness; Question No. 1969.

(c)—C Mr. J. S. Forbes, Chairman, London, Chatham and Dover Railway; Question No. 2400.

station shall be clearly entered in the rate book, or otherwise publicly notified at such station, so that it may be open to anybody at any time to challenge before the Railway Commissioners, under the provisions of section 15 of the Railways and Canals Traffic Act of 1873, the reasonableness of such sums; the Commissioners having power in giving their decision to take into account the maximum rates of the Company" (a).

21. The following is the section of the American Railway Act dealing with terminals:—

"All charges made for any service rendered, or to be rendered, in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful" (b).

22. Were Government to fix a maximum terminal, it would have to be a maximum sufficient to cover the heaviest expense the Railway Administration might incur in working the traffic at any one station, so that the Railway Administration everywhere else would be practically unrestrained (c).

23. It is to be remembered that the terminal recognized in the division of a through rate between two or more Railway Administrations need not be, and practically is not, regulated by the same considerations that ought to regulate the terminal charge to the public (d).

24. *That in fixing within the prescribed legal maxima the actual rates and fares to be charged to the public, Railway Administrations must be regarded as other ordinary traders, and allowed to alter their charges to suit the varying conditions under which commercial business is everywhere carried on; that all idea of fixing rates on the basis of their varying directly with the mileage, or with the cost of working, or with the cost of the line, or with the profits gained, or upon any other fixed and invariable principle, must be definitely abandoned; that although these are all necessarily factors in fixing rates, as well as the amount of traffic to be carried, the value of the articles, the bulk of goods, the risk in, and expense of, handling, the result, after allowing for these factors, has to be profoundly modified by the necessities of trade and by the competition on other routes by water or by other railways.*

That, in fact, it has to be recognized that the only principle involved is that the rates should be, not the highest rates that Railway Administrations can obtain, but the highest rates they can obtain consistently with keeping up their traffic.

25. This issue may be considered as definitely decided by the Select Committee on Railways (Rates and Fares) of 1882, and the whole argument, admirably stated, will be found in the Chapter on "Fixing fares" in their report.

26. See also the following:—

Report of Messrs. Thurman, Washburne, and Cooley, constituting an Advisory Commission on Differential Rates by railroads between the West and the Seaboard.

(a)—C Report by Committee, page V.

(b)—D Section 1.

(c)—C Mr. J. H. Balfour Browne; Question No. 1332.

(d)—C The same witness: Question No. 1484.

Article by Sir Thomas Farrer on the Equalisation of Railway Rates in the Fortnightly Review.

Articles on Railway Rates and British trade in the Contemporary Review—Vol. XLVI.

Letter from the Government of Bombay, No. 374, dated 24th February 1882.

27. In the case of *Baxendale versus the Great Western Railway Company* in 1858, the Lord Chief Justice, in his judgment, said—

“ We must endeavour to prevent any injustice either in the rate of charge or the degree of accommodation afforded, at the same time that we carefully avoid interfering, except where absolutely necessary for the above purpose, with the ordinary rights which (subject to the before-named qualification) a Railway Company, in common with every other company or individual, possesses of regulating and managing its own affairs, either with regard to charges, or accommodation, or to the agreements and bargains it may make in its particular business.”

28. The following are some of the principal considerations involved :—

The question of direct control by Government.—It is not sound policy to interfere too much in the details of railway charges. The circumstances in which Railway companies find themselves placed from time to time are so very various that the rates should be left, to a great extent, with the companies themselves. The companies know their own interests, and their interests are almost identical with those of the public (a).

Government interference would be a restraint of trade which eventually would be a mischief to the public (b).

The fixing of all working rates is so far too great a business for any Government department to undertake ; such a department simply could not do it (c).

Traders prefer to see the officers of the Railway Administration and get a rate settled off-hand than to make application to any Government authority as such application would be sure to take time, and commercial business seldom admits of any delay (d).

29. *The cost principle.*—The attempt to carry all traffic at the average cost of carriage would destroy all trade. The traffic in all materials carried in large quantities at very low rates, and all long-distance traffic would disappear (e).

If the companies were to charge according to actual cost of conveyance, the rates would vary day by day according to the quantities

(a) C—Mr. Thomas Shaw, Manager of the Great Northern Railway of Ireland ; Question No. 914.

(b) C—Mr. R. D. M. Littler, Q. C. ; Question No. 3657.

(c) C—Mr. R. E. Webster, Q. C. ; Question No. 1743.

(d) C—Mr. John Walker, General Manager, North British Railway ; Question No. 522.

(e) C—Mr. William Birt, General Manager, Great Eastern Railway ; Question No. 470.

carried and the seasons, and the trader could never depend upon having the same rate all the year round (a).

"There is literally no end to the difficulties which beset the apparently simple question of determining the actual cost of carriage. It varies with different classes of goods. It varies according to the direction in which the same goods are carried. It varies from day to day and on different sections of the same railway" (b).

The cost of the carriage of any ton or number of tons carried by rail can never be accurately apportioned (c). It varies daily. With the odd general traffic carried by railways under constantly changing circumstances it is impossible to assess the rate rateably (d).

"We doubt the possibility, however, of ascertaining the cost of carrying particular commodities. To ascertain the *average* cost of carrying a unit of coaching or goods traffic during an entire half-year is in itself a complicated problem involving various assumptions which may not be absolutely correct, and must in some cases be purely conjectural. But the *actual* cost of carrying goods varies for different lines; for different sections of the same line; for different seasons; almost it may be said from day to day. No practically useful results can, we believe, be derived from a minute investigation into actual carrying cost at any particular time. The *average* cost ascertained from the best data available may be taken as a general guide; but the rates must be fixed to suit the demands of the trade. They cannot be varied to correspond with the fluctuations in cost of carriage, even if these could be accurately ascertained. Reductions, when their necessity is apparent, should be made without hesitation in view of the broad general results to be attained. Their effect can only be judged of by the general aspects of the receipts and working expenses of the railway after they have been in operation for some time, which is the special province of every skilful Manager to study" (e).

The only case I am aware of in which working rates vary with the cost of working is on some of the English railways, where, by special agreement between the trades and the railways concerned, the mineral traffic rates vary with the price paid for coal by the Railway Company (f).

30. *The question of competition.*—Goods will find their way to market by the cheapest possible route, all things considered; and as this is so, the Railway Companies in respect to these particular things are just as much entitled to compete for them as any other carrying agency (g).

(a) C—Mr. John Noble, General Manager, Midland Railway; Question No. 1930.

(b) C—Letter from the Government of Bombay, No 374, dated February 24th, 1882.

(c) C—Mr. William Birt, General Manager, Great Eastern Railway; Question No. 352.

(d) C—The same witness; Question No. 357.

(e)—Despatch from the Government of India, No. 186R., dated October 30th, 1883.

(f) C—Mr. J. Walker, General Manager, North British Railway; Question No. 536.

(g) C—Mr. J. S. Forbes, Chairman, London, Chatham and Dover Railway; Question No. 2387.

Rates are in the first instance made upon a mileage scale as far as circumstances permit ; but they have to be reduced directly a competition is set up (a) ; every care and attention having to be shown to the wants of the public in adjusting rates which will bring traffic (b).

To get the traffic, rates have to be materially altered from time to time (c), to such a paying price as the traffic can fairly afford. New rates have to be made and existing rates altered, to meet the daily varying circumstances of trade (d).

If railways did not give greater facilities for long distance traffic and lower rates for shipment traffic, foreign trade would die away, and the consuming public would eventually suffer (e).

While a Railway Administration is justified in taking however small a profit to get the traffic, it is not justified in carrying at a loss, as that would be carrying the traffic of one person at expense of another (f).

31. The above considerations are, however, somewhat modified in the case of State Railways by the principle that the main object of State Railways is not to gain extravagant dividends for Government, but to develop and encourage the trade of the country (g). Any net profits gained in excess of the interest payable by Government on the capital expended constitute a direct tax on the trade of the country.

32. VI.— *That although, in the public interests, Government should carefully abstain from direct intervention in the matter of the working rates and fares, and “ should take no step which would induce so much as a reasonable suspicion of its good faith with regard to the integrity of privileges already granted,” there are certain ruling principles which Government, as the guardian of the public interests, must see are complied with by Railway Administrations in working :—*

(A). *That there must be no undue preference, i.e., that the Railway Administration is not to make preferential bargains with any particular person or company, or with individuals of a particular class and give them conditions of carriage or scales of charges either more or less favourable than those allowed to the public generally.*

(B). *That, as far as the public are concerned, the railway between any two given points, no matter to how many different Railway Administrations this length may belong, must be worked as if it belonged to a single Administration. In other words, that Railway Administrations must give reasonable facilities for public traffic between any two connected railway stations, in*

(a) C—Mr. T. Shaw, Manager, Great Northern Railway of Ireland ; Question No. 835.

(b) C—Mr. J. Walker, General Manager, North British Railway ; Question No. 664.

(c) C—Mr. W. Birt, General Manager, Great Eastern Railway ; Question No. 351.

(d) C—The same witness ; Question No. 463.

(e) C—Mr. J. Walker, General Manager, North British Railway ; Question No. 653.

(f) C—Mr. J. H. Balfour Browne, Barrister-at-law ; Questions Nos. 1309—1316.

(g) Letter from Bombay Chamber of Commerce, dated 1st July, 1882.

cases where the amount of public traffic between these two places is sufficient to justify such facilities being given.

That this intervention on the part of Government pre-supposes that each Railway Administration concerned must be content to receive for its shares of the through rate a lower rate than its ordinary local rate over the same distance. All goods traffic, it may be said, is carried for long distances at rates lower than for short ; so that if each Railway Administration were to charge its full local rate over its own comparatively short length of line, the aggregate rate would be so great as to restrict the traffic. In other words, reasonable facilities would not be given to the public.

33. This limited interference on the part of Government was first authorized by the English Railway and Canal Act of 1854, clause 2, which runs as follows :—

2. “ Every Railway Company, Canal Company and Railway and Canal Company shall, according to their respective powers, afford all reasonable facilities for the receiving and forwarding and delivering of traffic upon and from the several railways and canals belonging to, or worked by, such companies respectively, and for the return of carriages, trucks, boats, and other vehicles ; and no such company shall make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any particular description of traffic, in any respect whatsoever : nor shall any such Company subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever ; and every Railway Company and Canal Company and Railway and Canal Company having or working railways and canals which form part of a continuous line of railway or canal, or railway and canal communication, or which have the terminus, station, or wharf of the one near the terminus, station, or wharf of the other, shall afford all due and reasonable facilities for receiving and forwarding all the traffic arriving by one of such railways or canals by the other, without any unreasonable delay and without any such preference or advantage as aforesaid ; and so that no obstruction may be offered to the public desirous of using such railways or canals, or railways and canals, as a continuous line of communication ; and so that all reasonable accommodation may, by means of the railways and canals of the several Companies, be at all times afforded to the public in that behalf.

34. The Regulation of Railways Act, 1873, went somewhat further, to the extent of saying that the facilities required to be given by Railway Companies for through traffic shall include the granting of through rates, *vide* section 11, as follows :—

11. “ Whereas by section 2 of the Railway and Canal Traffic Act, 1854, it is enacted that every Railway Company and Canal Company and Railway and Canal Company shall, according to their respective powers, afford all reasonable facilities for the receiving and forwarding and delivering of traffic upon and from the several railways and canals

• belonging to or worked by such companies respectively, and for the return of carriages, trucks, boats, and other vehicles ; and that no such company shall make or give any undue or unreasonable preference or advantage to or in favour of any particular description of traffic, in any respect whatsoever, or shall subject any particular person or Company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever ; and that every Railway Company and Canal Company, and Railway or Canal Company having or working railways or canals which form part of a continuous line of railway or canal, or railway and canal communication, or which have the terminus station or wharf of the one near the terminus station or wharf of the other, shall afford all due and reasonable facilities for receiving and forwarding by one of such railways or canals all the traffic arriving by the other, without any unreasonable delay, and without any such preference or advantage or prejudice and disadvantage as aforesaid, and so that no obstruction may be offered to the public desirous of using such railways or canals or railways and canals as a continuous line of communication, and so that all reasonable accommodation may by means of the railways and canals of the several companies be at all times afforded to the public in that behalf :—

“ And whereas it is expedient to explain and amend the said enactment : Be it therefore enacted that ”—

“ Subject as hereinafter mentioned, the said facilities to be so afforded are hereby declared to and shall include the due and reasonable receiving, forwarding, and delivering by every Railway Company and Canal Company, and Railway or Canal Company, at the request of any other such company of through traffic to and from the railway or canal or any other such company at through rates, tolls, or fares (in this Act, referred to as through rates).”

Provided as follows :—

- (1) “ The company requiring the traffic to be forwarded shall give written notice of the proposed through rate to each forwarding company, stating both its amount and its apportionment, and the route by which the traffic is proposed to be forwarded.”
- (2) “ Each forwarding company shall, within the prescribed period after the receipt of such notice, by written notice, inform the company requiring the traffic to be forwarded, whether they agree to the rate and route ; and if they object to either, the grounds of the objection :—”
- (3) “ If at the expiration of the prescribed period no such objection has been sent by any forwarding company, the rate shall come into operation at such expiration :—”
- (4) “ If an objection to the rate or route has been sent within the prescribed period, the matter shall be referred to the Commissioners for their decision :—”

- (5) "If an objection be made to the granting of the rate or to the route, the Commissioners shall consider whether the granting of the rate is a due and reasonable facility in the interests of the public, and whether, having regard to the circumstances, the route proposed is a reasonable route, and shall allow or refuse the rate accordingly ;"
- (6) "If the objection be only to the apportionment of the rate, the rate shall come into operation at the expiration of the prescribed period, but the decision of the Commissioners as to its apportionment shall be retrospective ; in any other case, the operation of the rate shall be suspended until the decision is given ;"
- (7) "The Commissioners in apportioning the through rate shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route, or any part of the route, as well as any special charges which any company may have been entitled to make in respect thereof ;"
- (8) "It shall not be lawful for the Commissioners in any case to compel any company to accept lower mileage rates than the mileage rates which such company may for the time being legally be charging for like traffic carried by a like mode of transit on any other line of communication between the same points, being the points of departure and arrival of the through route ;"
- (9) "The prescribed period mentioned in this section shall be ten days, or such longer period as the Commissioners may from time to time by general order prescribe ;"

"Where a Railway Company or Canal Company use, maintain, or work, or are party to an arrangement for using, maintaining, or working steam vessels for the purpose of carrying on a communication between any towns or ports, the provisions of this section shall extend to such steam vessels, and to the traffic carried thereby."

35. The American law on the subject is substantially the same, as may be seen from the following extracts from the United States Act to regulate commerce :—

Clause 3. "That it shall be unlawful for any common carrier, subject to the provisions of this Act, to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever ; or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

"Every common carrier, subject to the provisions of this Act, shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving,

forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines ; but this shall not be construed as requiring any such common carrier to give the use of its trucks or terminal facilities to another carrier engaged in like business."

36. It should be distinctly understood that there may be preference without being *undue* preference. There may be circumstances that justify the preference. The fact of there being preference at all is *prima facie* evidence of its being undue preference ; but this *prima facie* evidence may be rebutted by showing that the rate has been *bona fide* reduced to meet competition, or that the arrangement is otherwise so much in favour of the public generally as to make it advisable for the arrangement to continue (a).

37. The following extracts from the Reports of the Railway Commissioners show the meaning they attach to the English Acts as regards compulsory through traffic :—

"To prevent undue preference and to ensure the proper transmission and interchange of traffic were the two objects in view in passing the Railway and Canal Traffic Act of 1854 ; and it is a principal part of our duty to carry out upon demand the provisions of that Act" (b).

"The Act of 1854 requires the interests of traffic coming to a line from other lines to be as much cared for as those of local traffic. It requires that it should be made as easy to go from any place on the railway of one company to any place on the railway, forming a through route, of another company, as if both railways belonged to the same company. Where, however, companies are competing, arrangements for working their lines in harmony are not unfrequently overlooked ; and the provisions of the Act, and ready means of enforcing them, are very necessary to prevent through traffic being impeded" (c).

"The Act of 1854 was passed, as we have said, in order, first, that all persons might be able to use the railways upon equal terms as to charge and accommodation ; and, secondly, that Railway Companies might be compellable to interchange through traffic without delay, and to convey it, as also local traffic, with reasonable facilities, such facilities including as declared by the Act of 1873, the carrying at through rates at the request of any Railway Company" (c).

"The second section of the Traffic Act, 1854, is in three parts ; and the third part is a provision regarding through traffic, or traffic going over more than one railway. It enjoins the two or more Railway Companies engaged in forwarding such traffic to afford all reasonable facilities for its transit ; but it leaves the rates and charges to be levied and taken in return

(a) C—Question No. 1266—1270.

(b) H—Extracts from the 4th Report of the Railway Commissioners.

(c) H—Extracts from the 4th Report of the Railway Commissioners.

to be settled or agreed to by the companies. These rates, however, are now, to some extent, regulated by section 11 of the Act of 1873, which enacts that the facilities enjoined by the Act of 1854 shall include conveyance at through rates, and gives to us, as Railway Commissioners, the power of imposing such rates on the proposal of any of the companies interested" (a).

38. Mr. R. E. Webster, Q.C., in his evidence, in reply to question No. 1669, puts the issue very clearly—

"Where it was shown to the Commissioners that there was a considerable traffic, or, I will put it, a considerable public demand, and where it was shown to the Commissioners that either the rates being charged by the route were higher than necessary, having regard to all the interests, or that the traffic was prevented from having as convenient a route in the interests of the public, and then a rate was proposed, I think the Commissioners should have jurisdiction to entertain that application. I know it may be said, and truly said, that I have, to a certain extent, only put in other language some part of the clauses of section 11; but that is a kind of case which, I think, may be fairly left to the Railway Commissioners; and I do not think Railway Companies are right in saying that there is any injustice in that kind of jurisdiction being exercised. On the other hand (I can only define it this way), I do not think it would be a right thing that they should have power to impose a through rate simply because another company wanted to get the traffic their way, if the public were thoroughly well served and the rates were proper and fair, there not being shown to be any public necessity for the change" (b).

39. VI. Mr. J. H. Balfour Browne, at one time Secretary to the Railway Commissioners, says, in reply to question 1262—

"In the interests of the public it is peculiarly expedient that the traffic should be carried without hindrance or obstruction, one of the obstructions being local rates, or re-booking, or matters of that sort."

40. Through rates should not be allowed in the case of a Steamer Company, unless there was complete evidence of the Steamer Company being able to maintain an efficient service.

41. That Companies in England always receive for through traffic less than their local rates seems to be generally admitted. Mr. John Walker, General Manager of the North British Railway, in his evidence before the Select Committee on Railways (Rates and Fares) in the year 1882, says, in reply to question No. 643—

"The proportion of the through rate is always smaller practically than the ordinary rate; we get practically in the division a smaller sum."

(a) K—Extract from 7th Report of the Railway Commissioners.

(b) C—Question No. 1669.

Again, Mr. Thomas Shaw, the Manager of the Great Northern Railway of Ireland, says, in reply to question 742—

“In the fixing of (through) rates, the rule almost invariably followed is to take the shortest and cheapest route between the given points; ascertain what the local charges are upon the route, add them together, and then form a through rate something lower than the sum of the local charges. The through rate thus formed is common to every route, both long and short. Some routes are more circuitous than others; and the result is that the public have the advantage of all the routes at their own option, at the charge of the shortest or cheapest route.”

And in reply to question 895, the same gentleman says :—

“When we come to divide the receipts more or less between the Companies, we do not have a different mode of division between each station (junction ?), but we have a uniform allowance for terminals, and the rest is divided according to mileage.”

42. The question regarding the subsequent division of the through rates between the different Railway Administrations has to be dealt with on a reasonable consideration of the facts involved; it is probable, however, that no better solution of the question will be found than the ordinary railway practice in this respect in England, where the receiving and delivering railways receive terminals, and the remainder of the through rate is divided between all the railways concerned, according to mileage.

43. VII. *That the question whether the charging of a lower rate, or even on equal rate, for a larger than for a shorter distance does or does not constitute undue preference, may be considered at present unsettled, but that the weight of legal authority is very much against the legality of the practice. It is at least settled even in England, where Railway Administrations probably enjoy more liberty of action than anywhere else, that the charging by a Railway Company of a lower or even an equal rate for a longer than for a shorter distance does constitute prima facie evidence of undue preference. And the American law goes even further.*

44. The decision of the Railway Commissioners in the case of the Denaby Main Colliery Company *versus* the Manchester, Sheffield and Lincolnshire Railway Company, decided in the year 1880, was actually to the effect that to charge the same rate for different distances *did* constitute *undue* preference. This decision was, however, much commented upon by the legal witnesses who appeared before the Select Committee on Railways (Rates and Fares) in 1882. The decisions in the cases of Budd *versus* London and North-Western Railway Company, and of Evershed *versus* the London and North-Western Railway Company, are also against the legality of the practice, and show that competition alone will not justify preferential rates.

45. The American law in some of the States somewhat supports the same view by refusing to admit the plea of competition. This may be seen from section 3 of the Act to prevent extortion and unjust discrimination by Railroad companies passed by the State of Illinois in May 1873 :—

“Section 3. *Prima facie* evidence of unjust discrimination.—

If any such Railroad Corporation shall charge, collect, or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance within this State, the same or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class over a greater distance of the same railroad ;”

“ Or if it shall charge, collect, or receive, at any point upon its railroad a higher rate of toll or compensation for receiving, handling, or delivering freight of the same class and quantity than it shall at the same time charge, collect, or receive, at any other point upon the same railroad ;”

“ Or if it shall charge, collect, or receive, for the transportation of any passenger or freight of any description, over its railroad, a greater amount as toll or compensation than shall at the same time be charged, collected, or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance ;”

“ Or if it shall charge, collect, or receive from any person or persons a higher or greater amount of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for receiving, handling or delivering freight of the same class and like quality at the same point upon its railroad ;”

“ Or if it shall charge, collect, or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad ;”

“ Or, if it shall charge, collect, or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than is at the same time charged, collected, or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad ; or if it shall charge, collect, or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad ;”

“ All such discriminating rates, charges, collections, or receipts,

whether made directly or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken against such Railroad Corporation as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this Act ; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such Railroad Corporation, that the railway station or point at which it shall charge, collect, or receive the same or less rates of toll or compensation for the transportation of such passenger or freight or for the use and transportation of such railroad car the greater distance than for the shorter distance is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any Railroad Corporation has the right, license, or permission to use, operate or control, wholly or in part, within this State : provided, however, that nothing herein contained shall be so construed as to prevent Railroad Corporations from issuing commutation, excursion, or thousand-mile tickets, as the same are now issued by such Corporations."

46. It seems undoubted that to charge a higher or an equal rate for a shorter than for a longer distance is *prima facie* evidence of undue preference.

47. The following extract from the Judgment delivered by Mr. Justice Manisty in the Queen's Bench Division, in the appeal of the Denaby Main Colliery Company *versus* the Manchester, Sheffield, and Lincolnshire Railway Company bears upon this point :—

"The first point being whether there was any evidence to go to the Commissioners as to whether or not the Railway Company were giving an undue preference, say, among others, to the Grange Colliery, I should have thought really it was not arguable, because the moment it is admitted to be the fact that the Grange Colliery is 17 miles further distant from the shipping port than the Denaby Main, in my judgment there is *prima facie* evidence,—not only *prima facie* evidence, but a *prima facie* case. It may be, then, there are many circumstances which would explain that and rebut that inference ; but that is a question for the Commissioners, and they have come to the conclusion that there are no circumstances here to rebut that which is a *prima facie* case. Therefore, I cannot doubt but that there was evidence before them" (a).

48. Section 4 of the United States Act to regulate Commerce seems to me to be perhaps as equitable a provision as the circumstances of the case admit of :—

Section 4.—"That it shall be unlawful for any common carrier,

subject to the provisions of this Act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance, but this shall not be construed as authorizing any common carrier within the terms of this Act to charge and receive as great compensation for a shorter as for a longer distance: Provided, however, that, upon application to the Commission appointed under the provisions of this Act, such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property, and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this Act."

This would appear to be the opinion of Sir Thomas Farrer, as may be seen from the following extract from his article on the Equalization of Railway Rates:—

"Under these circumstances, if there is to be legislation on this subject at all, the justice and expediency of the case would probably be met by a provision requiring the companies, wherever a case of differential charge was proved, to give their reasons for it. If the companies could show that in the particular case the lower rate complained of was founded either on difference of cost or convenience to the companies; or on competition, actual or probable, or on reasonable prospect of profit to the companies, these circumstances should be held to justify the lower rate. If they could not show any of these justifications the Railway Commissioners should have power to put an end to the differential rate."

49. It seems clear that Railway Administrations should be obliged to show cause before such an arrangement is permitted. On the other hand, the system of grouping stations is very convenient, as it involves the fixing and the putting in force of only one rate. This system is largely in force in England, as many as 115 stations *close together* being sometimes grouped together.

* * * * *

122. After a perusal of the above, it will probably be admitted that the question of rates and fares has not at present received in India the close attention that has been paid to it in other countries. Beginning our railway system after what might be termed the experimental stage of English railways, not only have we failed to make use of the experience there gained—not only have we repeated all their mistakes,—but we have, to the present time, neglected to take some of the measures to place matters on a more satisfactory footing, which have from time to time been recommended to Parliament by Select Committees of the House, and which for years past, both in England and in America, have been enforced by legislative enactment.

123. I have, in paragraphs 1 to 49 *ante*, given the principles that I think should be accepted for the working of the Indian railways. I think it is important that these or any other principles as may be accepted by the Government of India should be definitely laid down, in order that the Local Governments, the Consulting Engineers, and the Managers of State Railways may all work together with a common aim in view, and that in the future some substantial progress may be made towards uniformity in railway working, in matters in which uniformity is essentially necessary in the interests of the public.

124. Before entering into details, I should like to say a few words in regard to the Traffic Conferences which have hitherto been the sole means tried in this country to secure some uniformity in railway working, and particularly in regard to the position which Government should assume in regard to them.

125. In the first place, I think they have failed to some extent owing to Government not having openly accepted any definite principles.

126. In the next place, I consider that care should be taken not to go in any case beyond recognized railway practice at home. The aim should be, not to secure absolute uniformity, but that reasonable amount of uniformity that railway practice all over the world has shown to be compatible with a due regard to the rights of the Railway Companies. There has been, in my opinion, on too many occasions an attempt on the part of Government to drive principles home to their logical conclusion, regardless of consequences. The whole correspondence between the Secretary of State and the Home Boards shows that as long as we keep strictly within the four walls of English practice, we shall meet with support.

127. In the third place, caution should be taken to prevent even a suspicion being aroused that the influence of Government is being exercised to force the Railway Companies into certain courses of action against their own interests. Whatever uniformity may be secured, will be secured only with the full consent of the Companies concerned. My opinion therefore is that Government should appear in these conferences only in its capacity as a railway proprietor, and not as the supreme governing authority of the country. In other words, that the only Government officers that should attend these conferences should be the delegates representing the large State Railways, the Director-General appearing as representing the aggregate mileage of all the lesser State lines. At the last Traffic Conference, I think it was a mistake to allow an officer of the Financial Department, or any other outsider not representing railway interests, to have a vote on such subjects as the fixing of railway rates.

128. Fourthly, there is, it appears to me, a radical error about the constitution of these conferences which more than anything else robs them of the usefulness they would otherwise possess. They occur, from time to time, every two or three years; certain subjects are discussed and certain decisions arrived at; the delegates separate; and there apparently is an end of the matter. As manager of one of the State Railways, I never could even subsequently find out which railways had, and which had not, accepted the decisions arrived at. There is no recognized authority responsible for seeing that the decisions are carried into effect, even by the companies that agree to them;

and no attempt is made to see how far the objections raised by those who disagree can be met or compromised. If a proposal is not carried unanimously at the time, it is practically shelved till the next Conference.

129. At this rate, progress will be extremely slow, the distances in India being too great to allow of the delegates frequently meeting. There seems to be a general impression that the work of fixing rates and deciding between the conflicting interests of the various railways is getting to be too difficult a work for Government to carry out, and that somebody independent of the Government is required to settle such questions (a). On the other hand, it should be recognized that all healthy institutions are developed slowly from small beginnings.

130. A beginning has already been made in assembling these conferences, and this could now easily be continued further by simply appointing all the large railways as members of a standing committee, to work under certain rules, and to consider and express opinions on matters brought before it, somewhat like the meetings held by the General Managers of Railways parties to the Clearing House. The Director-General of Railways should be appointed *ex-officio* Chairman of the Committee. (I propose this, not because I am willing to add to my responsibilities, which, I am satisfied, are at present sufficient, but simply because the Director-General of Railways has always been Chairman of these conferences, and the Railway Companies have got accustomed to the fact.) One of the Assistants to the Director-General of Railways should be Secretary, and his business should be simply to report progress; to put before each Railway Company the views of the rest; and bring the matters discussed into a state complete enough for an opinion to be expressed on it. In all this, I do not mean that any railway should be compelled to adopt anything decided upon by the majority, any more than it would be in England. Each administration should be allowed to dissent from regulations accepted by the majority, or to withdraw from regulations to which they have previously assented: each should have full power to manage its own business. I should, however, trust a great deal to time, and to the tranquilizing effect of the steady pressure of the majority continuously applied. The Committee should have no power of fixing rates, except when applied to for the purpose of arbitrating between two companies, nor should it have any executive functions whatever; it should be simply a medium for recording and distributing collective opinions.

131. In this way a beginning would be made very much in the same way as the Clearing House Committee was itself started. The proposal is in fact nothing more than the 'modified plan on a more limited basis' to be 'prepared in communication with the representatives of the Companies' which was suggested by the Secretary of State in his despatch No. 16 of the 5th February 1886.

132. *Principles I. to IV.—Extent and amount of Government control over rates and fares.*—At present it would be difficult to give any satisfactory reason for the extreme divergence in the amounts of the maximum rates and fares that have been and are fixed for the various Indian lines.

(a) Despatch to the Secretary of State, No. 120, dated 7th August 1885.

133. The mere fact that in the year 1868, 12 pies per mile was fixed as the maximum 2nd class fare for *all* the railways in Bombay, and

* Subsequently raised to 9 pies for *all* the railways in Bengal, and 6 pies. and 5* pies for *all* the railways in Madras, proves conclusively that none of those factors were considered which alone have been recognised by the Courts of Law as justifying preferential rates and fares in different districts.

134. Similar divergences are shown in the goods rates. It is not easy to account for the following differences in the maxima goods rates fixed at the same time :—

					<i>All the lines in Bombay. Pies.</i>	<i>All the lines in Madras. Pies.</i>
5th class	...	...	...	...	54	36
4th "	...	...	...	...	36	24
3rd "	...	...	...	...	24	16
2nd "	...	...	...	...	18	14
Coal	...	...	...	...	10	8

Not only does the amount vary, but the extent of ground covered by the maxima rates and fares fixed. I do not know why maxima rates have been laid down for horses, carriages, and dogs on the Bombay lines, and apparently on no other railways. Nor why no other lines but the railways administered by the Bombay Government should be restrained in the matters of terminals and insurance rates. The Oudh and Rohilkhand Railway is restrained as regards terminals, but not as regards insurance.

135. A definite restriction has been placed on the rate for passengers' luggage in the case of the Bombay, Baroda and Central India Railway, the Great Indian Peninsula Railway, the Bhownagar Railway, the Rohilkhand and Kumaun Railway, and the South Mahratta Railway, but on no other lines. In fact, on the Oudh and Rohilkhand Railway the Government specifically said it would not interfere (a).

136. As regards low class special goods, in December 1879, the maximum rate agreed upon in the contract with the East Indian Railway was $\frac{1}{4}$ th pie; in July 1881, with the Bengal Central Railway it was $\frac{1}{3}$ rd pie; in June 1882, with the Southern Mahratta Railway it was $\frac{1}{4}$ th pie; and in December 1882, it was also $\frac{1}{4}$ th pie, but under different conditions. In fact, the articles specifically mentioned, the rate, and the conditions, seem to vary in almost every case.

137. In the case of the Southern Mahratta Railway under the contract, the whole of the maxima rates depend on the actual rates in force from time to time on another line, so that it is within the power of Government to practically take all control over the rates out of the hands of the management of the line. In other cases, such as the Rohilkhand and Kumaun Railway, only some of the maxima rates depend on the rates prevailing on another line; and in one case, the Bareilly-Pilibhit line, the Government has the power of reducing the rates to those prevailing on other State Railways in the North-Western Provinces.

138. I deem it even more important that maxima and minima rates should be fixed for State and especially for Provincial State Railways

(a) Letter from Government of India, Public Works Department. No. 3012 R., dated 20th July 1878.

than for private companies, for the private Railway Companies are supervised by Boards composed of business men, whereas the provincial railways, it appears to me, are not sufficiently controlled.

139. For some railways only maxima rates are fixed ; for others both maxima and minima. In some cases the maxima rates and fares have been notified in the Gazette ; in other cases they have not. Considering the importance which successive Select Committees have attached to the fact of the public being able to obtain information as to the maxima rates and fares which companies may legally charge, I think it would be advisable that the maxima rates and fares fixed for every railway should be notified in the Gazette, and a schedule of these rates inserted in the Coaching and Goods pamphlets sold to the public.

140. As regards the restriction that it may be considered necessary in the interests of the public to place on the power of Railway Administrations in the matter of their rates and fares, it seems advisable to at once consider and to decide how far these restrictions should extend, and what should be the *normal* maxima rates and fares to be referred to when prescribing maxima rates and fares in future. I do not think it is possible to lay down any actual maxima which would be applicable to every case. Ghat lines would certainly require higher maxima than lines in the plains. The probable cost of the line and of the working, the length of the line, the amount and description of the traffic to be moved, and the average wages paid in the districts traversed, might all be properly considered as factors in determining the actual maxima to be fixed ; but these factors should be referred to some recognized standard, and their influence determined on some clear principles. In other words, I would suggest that a model schedule of maxima rates and fares be drawn up, which should not be departed from unless due cause were shown.

141. *Classification of Goods.*—There is probably no subject in connection with railway working over which the control of Government has been weaker. Every railway in India has more or less a different classification, and to the present time not even a uniform classification for through booking has been agreed to.

142. A start in the direction of a uniform classification for through booking was made in the Traffic Conference of 1884, and certain decisions were arrived at ; but owing to objections brought forward, and rightly brought forward, by the Great Indian Peninsula Railway, nothing appears to have been done since. Nothing practical, at all events, has yet been effected. I do not find that there is any uniform classification generally adopted by the State lines, nor that Government has any general classification prepared for adoption by new railways about to open. Every day the matter gets worse instead of better, and the general apathy shown to this important subject seems to me unaccountable.

143. My suggestion is that this subject be vigorously pursued by the Standing Committee I have suggested in paragraph 130 ; that a general classification of through goods be drawn up ; that all consenting railways be asked to print in their Goods tariffs all such articles in Roman of which the classification and rate is the same as that in the general classification ; that special and exceptional articles be

printed in capital; that this exception be taken up one after the other, and the matter pursued until in each case definite grounds are recorded for the exception being retained; that with regard to the State lines, exceptions be only allowed when strong reasons are alleged for their continuance; and that all lines newly opened be obliged to accept the general classification with only such exceptions as will allow them to compete fairly with other lines.

144. In this way, I believe that a material amount of uniformity could be secured, especially on the East Indian, the Bombay, Baroda and Central India, the Bengal and North-Western, the Indian Midland, and the Bengal-Nagpur Railways. The union of these with the State and probably with some of the Madras lines would form a very strong body, which would get stronger and stronger with the affiliation of each new railway.

145. *Terminal charges.*—Terminal charges appear to have been recognized on the Indian railways from the very first, although the only lines for which a maximum charge for terminals would appear to have been definitely fixed are the lines in Bombay, and the Oudh and Rohilkhand Railway. The maxima there fixed are the following:—

	Per ton.			Per maund.	
	Rs.	a.	p.	Annas.	
Great Indian Peninsula Railway, at Bombay	5	0	0	2	94
Ditto ditto at all other stations	2	8	0	1	47
Bombay, Baroda and Central India Railway, at Bombay	5	0	0	2	94
Ditto ditto at all other stations	2	8	0	1	47
Bhavnagar-Gondal Railway, at all stations.	2	4	0	1	32
South Mahratta Railway, ditto	...	...	...	1	00
Oudh and Rohilkhand Railway	...	...	...	2 pies	per maund.

146. An attempt was made at the Traffic Conference of 1884 to fix a uniform rate at *all* stations on *all* descriptions of through traffic not carried at special rates without terminals, leaving the different railways free to charge what they liked (within their fixed maximum charge, if any) for local traffic. The rate proposed was 6 pies per maund, or 3 pies for the forwarding and 3 pies for the delivering railways.

147. The proposal was voted against by the East Indian Railway, the Oudh and Rohilkhand Railway, and the South Indian and, in my opinion, most properly resisted by the Great Indian Peninsula Railway on the grounds—

1st, that the rate did not take into consideration the varying cost of handling different descriptions of traffic at different stations; and

2nd, that the attempt to force by the verdict of a majority any rate on any railway without its full consent would be prejudicial to the rights of that railway as secured by its contract.

148. Both pleas are perfectly justifiable. The determination of a uniform terminal charge at *all* stations for *all* descriptions of traffic is contrary to the English Acts of Parliament, and to American law, in which the subject is more definitely dealt with. It also runs

counter both to the weight of the evidence taken before the Select Committee on Railways (Rates and Fares) in 1881 and 1882, and to the recommendations of that Committee put forward in 1882. [*Vide* paragraph *ante*.]

149. *Principle V.*—The attitude of Government in respect to this principle is at present somewhat half-hearted and undecided; and it is perhaps difficult to see how this can be otherwise, as Government has to regard the matter not only theoretically from the point of view to the Government of the country, but also from a business point of view as being the proprietor of a number of the railways and directly interested in nearly the whole of them.

150. After accepting the principle that "an equalization of rates from Delhi and Agra to the ports of Calcutta and Bombay must form the basis of consideration of all changes in the through rates of all traffic" (a), this principle was modified to "mileage tempered with the proper commercial principle of an even return on the capital expended" (b). A week later, "the charges *via* the Rajputana route from Agra and Delhi to Bombay were not to be lower than the charges for similar goods to Howrah" (c).

151. In March 1882, the Secretary of State practically disposed of all these principles, and apparently favoured the adoption of principle No. V, pure and simple (d).

"3. It would appear from these papers that, recognizing competing interests between Calcutta and Bombay, you were in favor of an equalization of rates on the two routes mentioned, but that you subsequently considered that they should be regulated on the principle that the profits on the capital expended on each undertaking should be the same."

"4. I am not aware of the reasons which induced your Government to adopt your views, but I cannot but think that the natural course of traffic on two lines, proceeding from the same place to ports on different sides of the continent of India, should not be interfered with by any idea of adjudicating on the rivalry between them, and that the advantages due either to geographical position or other circumstances should furnish no reason for imposing on either artificial restrictions, in the shape of enhanced rates, in order to produce an equal return of net profits on the capital of both."

152. The Government of India then came "to the conclusion that in fixing the charges for the carriage of the same commodity on different railways, the cost of carriage cannot be neglected, nor can this important element be omitted in arranging the division of through rates between

(a) Letter from Government of India, Public Works Department, No. 1119R. T., dated 26th September 1881.

(b) Letter from Government of India, Public Works Department, No. 1119R. T., dated 19th October 1881.

(c) Letter from Government of India, Public Works Department, No. 1215R. T., dated 25th October 1881.

(d) Despatch from Secretary of State, No. 41 R., dated 9th March, 1882.

lines working in connection." The equal mileage rate principle was condemned (a). In the meantime, the Government of Bombay had consistently supported the principle of equal mileage rates (b).

153. The Secretary of State again disagreed with the basis proposed. His opinion was that the rates on the Indian Railways should be dealt with as nearly as possible as they would be by independent companies; that Managers of Railways should be left to fix such rates as they might deem most advantageous for their respective lines; that the interests both of the railways and of trade generally would be better served by accepting the legitimate consequences of competition; and that the interposition of Government would be justified only in cases where Companies, under the security of a guarantee, might fix rates below what would cover cost of transport with a margin of profit (c).

154. The Government of India then unreservedly accepted the principles advocated by the Secretary of State; but while accepting them in theory, the Government fixed a minimum rate between Delhi and Bombay, allowing the other competing railways to subsequently decrease their rates as they pleased (d); until it has come about that while the original contention between the two ports of Bombay and Calcutta was whether the difference in rate should be as much as one anna, the rate to Bombay for wheat is now 11 annas per maund, whereas that to Calcutta is 8'48 annas. In other words, there is at this date a difference of over 2½ annas. With a fixed minimum rate on the Bombay, Baroda and Central India and the North-West Railways, and with the rates on the East Indian Railway directly in the hands of Government, it cannot be said that principle No. V. is yet allowed its full development in India. It certainly cannot be said that complete expression has been given to the following views of the Secretary of State:—

"I observe that the chief point on which stress is laid in your Excellency's letters on this subject is the importance of obtaining some means of settling the rates by different routes competing for the traffic which lead to the various seaports. It appears to me that it is beyond the proper scope of the duties of the Government of India to interfere in such matters otherwise than by exercising the influence it possesses whether by reason of its powers under the contracts with various Companies, or as the owner of the State Lines of railway, or as the representative of the general interests of the country" (e).

155. I doubtfully incline to the belief that it would be better for Government to accept Principle V. unreservedly, and to leave the

(a) Letter from the Government of India, Public Works Department, No. 472 R. T., dated 19th May 1882.

(b) Letter from the Government of Bombay, No. 1476, dated 22nd July 1882.

(c) Despatch from Secretary of State, No. 132 Ry., dated 19th October 1882.

(d) Letter from the Government of India, Public Works Department, No. 162 R. T., dated 2nd March 1883.

(e) Despatch from Secretary of State, No. 16 Ry., dated 25th February 1886.

Railway Administration to fix their own rates and fares, within their maxima, and subject to prescribed general principles, as may seem most advantageous for their respective lines. But in doing this, I assume that as between two competitive routes, the Clearing House principle that the shortest and cheapest route between the two points fixes the rate, is accepted.

156. I also recommend another additional safeguard. At present I regret to see that a system of what I may term 'jockeying' other Railway Administrations has grown up under the following clause of the conference rules:—

“Advices shall be sent of all changes on or before the 20th of each month, and of alterations consequent thereon by the receiving railway not later than the end of the month. Advices so sent become operative one month after the 1st of the month following the date of advice.”

Railway Administrations now appear to try (especially towards other rival Railway Administrations which are somewhat hampered in making changes of rates by having to apply to Government before being allowed to do so) to arrange for sending out their notice of the decrease of rates so late that the other administration has not time to notify their corresponding reduction, and thus to secure a whole month with rates less than the rival company. This should be summarily put a stop to. I think it is essential that every administration before carrying out a reduction in a competitive through rate should have before it full information as to what corresponding reductions the other administrations intend to make if the reduced rate is introduced. This more than anything else would tend to stop the disputes and the ceaseless changes of rates now going on. The length of notice now given is not long enough to allow of the railways interested in the proposed reduction communicating with one another or with Government before notifying the corresponding reduction. In England changes of classification are considered only once a year. In India, I would recommend that all changes of rates come in quarterly on the 1st January, April, July, and October; and that the system be modified so as to compel companies to give much longer notice of proposed changes than they do now; changes to be brought in force otherwise than quarterly as proposed, only with the full consent of all companies concerned.

157. *Principle VI. (A).*—The 'undue preference' clause, though introduced in English law in 1854, was not inserted in the Indian Railway Act of 1879, nor in any railway contract previous to the year 1882, when it was entered for the first time in the contract with the Rohilkhand and Kumaon Railway. Subsequent to this, it has been forgotten in the contracts with the Nizam's Railway; with the East Indian Railway for working State lines; with the Bombay, Baroda and Central India Railway for working the Rajputana-Malwa line; and with the Great Indian Peninsula Railway for working the Bhopal line. It is probable, however, that any Court would consider it to be part of the common law of the country; and an "undue preference" clause has been inserted in the draft Railway Act.

158. It seems to me that there is good deal of undue preference shown in India, which the Consulting Engineers should be instructed

to stop.^v As a glaring case, I might mention the salt rates from Sambhar to and *via* Achnera as compared with the rates from Sambhar to and *via* Agra introduced by the Bombay, Baroda and Central India Railway on the 20th October 1886, which were specifically complained of by the Agent of the East Indian Railway in his letter No. 1066G., dated October 30th, 1886. In this case Government apparently did nothing, although it is difficult to imagine a more striking instance of undue preference between the East Indian Railway and the Cawnpore-Achnera Railway; the whole object of the preferential rate to Achnera being to benefit the Cawnpore-Achnera line at the expense of the East Indian. On the other hand, on the East Indian Railway in February 1885, the through rate for salt from Howrah *via* Benares, 475 miles, was Rs. 31 per 100 maunds. The through rate from Howrah *via* Patna, 332 miles, was Rs 38 per 100 maunds. This was complained of by the Agent of the Bengal and North-Western Railway in his letter No. 6823, dated February 3rd, 1885.

159. The matter seems to need Government intervention, as these preferential rates on the East Indian Railway show how, in moments of temptation, Railway Administrations slide back from the high principles they have previously expressed. In the year 1882, the Agent of the East Indian Railway wrote :—

“ This discrimination in favour of traffic *via* Agra to Bombay by means of a lower rate per mile for a shorter distance is directly opposed to the recognized practice ” (a).

And so late as the year 1884 :—

“ And since we could not quote this rate from Delhi, and at the same time maintain in force higher rates for stations below Delhi with a shorter lead to Howrah; we had also to consider how the rates for these stations should best be adjusted ” (b).

160. *Principle VI. (B).*—No “ traffic facilities ” clause was entered in any of the contracts previous to the year 1879, although it was introduced in England in 1854. Even now, the latest contracts do not give Government the powers of ordering Railway Administrations to accept through rates which were given to the English Railway Commissioners by the Regulation of Railways Act of 1873. Nor does the draft Railway Act contain any provisions to this effect.

161. This is more to be regretted, because our present experience shows that these are the powers which are more specially required by Government in dealing with the disputes now arising between the various Railway Companies. In India, the almost universal practice is to make the through rates the sum of the local rates; in other words, lengths of line belonging to two or more Railway Administrations are *not* worked as if they belonged to a single administration.

162. The disputes between the Oudh and Rohilkhand Railway and the East Indian Railway, between the Bengal and North-Western Railway and the East Indian Railway, and between the North-

(a) Letter from Agent, East Indian Railway, No. 527G., dated 3rd June 1882.

(b) Letter from Agent, East Indian Railway, No. 950G., dated 28th August 1884.

Western Railway and the Bombay, Baroda and Central India Railway, are all questions of quoting through rates. The matter seems to be one of the very greatest importance for the new Railway Companies, such as the Bengal and North-Western Railway, the Indian Midland Railway, and the Bengal-Nagpur Railway, which have all been floated in England, under the tacit assumption that the Government of India will see to their getting their rights in the same way as the Railway Commissioners would have done at home. They are all cut off from the sea-board by other powerful companies, and unless Government intervenes and insists on these companies quoting through rates, the traffic of all these new companies will be most prejudicially affected. The story of the way the rates of the East Indian Railway have been worked, first to make as much as possible of the Oudh and Rohilkhand Railway through traffic come on the East Indian Railway at Aligarh instead of Benares, and now to make the traffic which is being competed for between the Oudh and Rohilkhand Railway and the Bengal and North-Western Railway come on the East Indian Railway at Benares instead of Digha Ghat, is not a very bright page in the history of Indian Railways.

163. I think it is to be regretted that Government did not unreservedly accept the principles for working through traffic put forward by Sir B. Leslie in his letter No. 633G., dated 25th August 1880. They are all that could possibly be required :

"The various railway systems should, as far as possible, serve the country as if they were under one management, and the dealer in country produce should not be hampered in his operations by the necessity to base his calculations on as many different scales of rates as there may be railways between the starting point and destination. This can only be attained by adopting a uniform scale of rates for special or lower class goods which form the bulk of the country trade, and where there are alternative routes, by sending goods according to sender's option. The adoption of a uniform scale of rates for special class goods for the whole of the district served by East Indian Railway and Oudh and Rohilkhand Railway will, in my opinion, contribute largely to develop traffic."

"It will be in my opinion to the material advantage of the two railways and interest of the public to adopt a uniform gradation scale of rates for special class goods both for through and local traffic on both railways, the earnings from through traffic to be divided in the ratio of the mileage."

Had Government accepted these principles in the year 1880, it would probably not have been necessary in the year 1885 to recommend to the East Indian Railway Company a return to the principles which their Agent himself had advocated five years previously (a).

164. I strongly recommend that the powers secured under the Regulation of Railways Act of 1873 be secured to Government by the

(a) Letter from the Government of India, Public Works Department, No. 429R.T., dated 15th May 1885.

new Railway Act ; and that the whole influence of Government be exerted to make the various Railway Administrations in India carry into practice the measures required in the general interests of the public. At the very least, Government should see that the State lines are worked on proper principles.

165. *Principle VII.*—Until the Courts of Law in India give a decision on the legality or otherwise of charging a lower or an equal rate for a longer than for a shorter distance, it would be as well for Government to instruct their Railway Officers as to the view they would wish taken on this subject.

166. The Railway Commissioners in the Denaby Main Colliery case objected to the same rates being charged for a difference of only 17 miles. What they would say to the East Indian Railway in this country charging the same rates to Howrah from Delhi and Cawnpore, a difference of 270 miles, it is almost impossible to conceive, especially as this railway charges higher rates from the intermediate stations. For instance, the present rate for wheat from Delhi to Howrah, 954 miles, is Rs. 53 per 100 maunds ; the rate from Cawnpore, 684 miles, is also Rs. 53 ; on the other hand, the rate from Aligarh, 876 miles, is Rs. 57 ; and from Phaphund, 735 miles, and a whole group of stations near it, Rs. 60. It seems to me that this difference in rates *does* constitute *undue* preference between merchants residing at Delhi and Phaphund and elsewhere. The rate for salt from Howrah to Cawnpore, 684 miles, is Rs. 45, whereas the rate from Howrah to Fatehpur, 637 miles, is Rs. 54. And many other instances of preferential rates could be mentioned.

167. It may here be noticed that in his letter No. 2357, dated 29th June 1882, the Consulting Engineer, Calcutta, actually argues in favour of lower rates for longer distances ; but the principle was not admitted by the Government of India, in their reply No. 678R.T., dated 11th July 1882. This is the only indication of any leaning on the part of the Government, either to one side or the other, that I have been able to find on record.

168. It is to be remembered that Mr. Mundella's draft English Railway Bill to a certain extent legalized grouping ; but at the same time, clause 25 proposed a radical alteration in the law by throwing upon the Railway Company concerned the burden of proving that any disputed preferential rate did *not* amount to undue preference. This question should be settled in the draft Indian Railway Act.

169. Some of the recommendations I have brought forward cannot obviously be introduced without either the consent of the older companies or legislative action. As regards the consent of the companies, I think the various questions should be kept in mind, and whenever the companies apply for any additional privileges or powers, these privileges or powers should be giving only on the company agreeing to accept such reasonable restrictions as Government may consider are necessary in the interests of the public. For instance, at the present time, I would certainly give the East Indian Railway greater liberty of action in regard to rates on condition of their accepting the general principles approved by Government.

170. And lastly, I think the record of the measures taken by

Government in respect to rates and fares shows forcibly the necessity of permanently attaching to the head-quarters of the Government of India an officer intimately acquainted with the detailed railway management, and with the working of railway tariffs generally.

171. In conclusion, I will briefly recapitulate my recommendations :—

- I.—That a model schedule of maxima rates and fares be drawn up, to be departed from only on due cause being shown :
- II.—That the maxima rates and fares fixed for each railway be notified, and be available to the public :
- III.—That a general goods classification be drawn up for acceptance by all new companies :
- IV.—That the principles under which Railway Agents and Managers may regulate their rates within their maxima be decided upon, and advised to all concerned :
- V.—That *undue* preference be put a stop to :
- VI.—That powers be secured to Government in the new Railway Act to order companies to accept through rates :
- VII.—That a standing Committee of Railway Managers be formed to secure a reasonable amount of uniformity in working :
- VIII.—That all proper influence be brought by Government to induce the various Railway Companies to accept the principles decided upon, *vide* IV. above ; and also the conclusions generally accepted by the standing Committee, *vide* VII. above :
- IX.—That an experienced traffic officer or railway Manager be permanently attached to the head-quarters of the Government of India.

LIST OF WORKS CONSULTED.

- A. Bigg's General Railway Acts with Supplement.
- B. Report of Messrs. Thurman, Washburne and Cooley, constituting an Advisory Commission on Differential Rates by Railroads between the West and the Seaboard, dated July 20th 1882.
- C. Report from the Select Committee on Railways (Rates and Fares), with Minutes of Evidence, 1882.
- D. United States Act to regulate Commerce.—Approved, February 4th, 1887.
- E. First annual report of the Railway Commissioners.
- F. Second " "
- G. Third " "
- H. Fourth " "

- I. Fifth annual report of the Railway Commissioners.
- J. Sixth " " "
- K. Seventh " " "
- L. Report of Royal Commissioners on Railways, 1887.
- M. State Purchase of Railways.—C. Waring, 1887.
- N. The Law of Railways.—Browne and Theobald, 1881.
- O. Report from the Select Committee on Railways (Rates and Fares), 1881.
- P. Les Chemins de fer Francais : Étude Historique sur la Constitution et le Regime du Réseau, 1884.
- Q. Dictionnaire Legislatif et Reglementaire des Chemins de Fer, 1881.

No. 1388T.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAYS,

BOMBAY, 28th January 1888.

From the AGENT to the CONSULTING ENGINEER for RAILWAYS,
Bombay.

SIR,—I have the honour to acknowledge the receipt of Bombay Government Resolution No. 5 of 1888, conveying a letter from the Secretary to the Government of India, on the subject of through booking of traffic between this Company's undertaking and the North-Western Railway at the Ferozepore Junction.

I have not the advantage of knowing the grounds upon which the Director of the North-Western Railway has justified to the Government of India his refusal for the past 9 months to give the public the advantages of through-booking under the Working Agreement which was entered into and signed upon the 19th April 1887, and I cannot but regret that no reference has been made in the published correspondence as to the numerous appeals which have been made from time to time to the North-Western Railway, to put the Working Agreement into immediate operation. Copies of my letters No. 0637T of 21st December 1885, and of my No. 7623½T of 17th June 1887, are appended to show the position which I have consistently held upon the subject of through-booking. In the former of these two letters I stated that I was not prepared to depart from the usual Indian practice, and that I could see no necessity for making special agreements as to particular rates, a preliminary to the acceptance of a Working Agreement; I wrote further that if it was the deliberate opinion of the North-Western Railway authorities, that such novel conditions should be introduced, "I would at once ask the favour of your referring the propriety of such introduction to an independent arbitrator to be mutually agreed upon." No reply was received to this proposal on my part for a settlement of our difference on this point by arbitration.

I would here mention that there is no material difference between the two Managements on the subject of the rates for special through-traffic, or of the division of these rates upon mileage after deduction of suitable terminals. This Company must, however, in accordance with the practice of all Railways, reserve to itself an equal voice in the fixing of through-rates which apply over any part of its system.

The serious difference of opinion between Lieutenant-Colonel Conway-Gordon and myself has been whether he, as Manager or Director of the North-Western Railway, should control the rates of this Company over its Undertaking to Bombay, for this is virtually what his proposals and those of his successor have amounted to. I am unable to agree in some of his recorded views, which appear to be in opposition to the first principle of free competition, propounded by the Secretary of State, and unreservedly accepted by the Government of India in their recent observations upon Railway rates and fares : but with a view to the public advantage I have endeavoured by various proposals to come to some compromise with him and his successor, but have been met, not with acceptance of my proposals for through-booking of traffic between the two Railways upon terms virtually the same as those indicated by the Government of India, but with demands for equal mileage rates from all stations to the seaboard at Karachi and Bombay. In view to the proposed settlement by arbitration, I think it best to withdraw all these proposals for compromise in regard to competitive rates, and shall later on express my views on this subject.

I would again say that this Company, while adhering for the present to what is recognised at the customary practice in through-booking of ordinary staples of traffic, has throughout been ready to work special through traffic with the North-Western Railway upon terms agreed to by both Undertakings. Such terms are fully contemplated in Clause VI. of the Working Agreement, entered into on the 19th April 1887, and I see no difficulty in settling them, provided it is clearly agreed beforehand, to refer any points of difference to an independent arbitrator agreed to by both sides, or to two such arbitrators with power to appoint a referee in case of difference of opinion.

I would now beg to quote as my guide in the matter of competitive rates the following extract from the recent observations of the Government of India upon Railway rates and fares, *viz.*, "that the interests of Railways and trade generally would be better served by accepting the legitimate consequence of competition, and that the interposition of Government would be justified only in cases where companies, under the security of a guarantee, might fix rates below what would cover the cost of transport with a margin of profit." I would add my interpretation of this principle as applied to Ferozepore Junction—I hold it to be my duty to the public to quote reasonable through rates, and my duty to the Company to assure myself that the Company's share of any such through rates for the carriage of goods *via* Ferozepore shall cover all the expenses, and leave a reasonable margin of profit. On the other hand I feel bound to adjust what may be called the competitive rates over the Company's own system, in such a way as will draw the goods over its route, if their despatch to the seaboard or elsewhere will yield the Company a larger margin of profit.

This I hold to be the best course for the country, for the Railway and for the trader, and I consider it entirely in accordance with the principle which I have above quoted from the recent Resolution of the Government of India, although it is not in accord with the views in regard to the general question of through rates to which prominence has been given in these printed papers by the support of Lieutenant-Colonel Conway-Gordon. In regard to the Rajputana-Malwa Railway, this Company has no security of a guarantee, but on the contrary virtually gives the Government such a guarantee.

I trust that as regards ordinary staples, the Government of India will assent to the recommendations of the Government of Bombay, in favour of the immediate introduction of through-booking, and as a preliminary to my addressing the Director, North-Western Railway, I would now ask that you would obtain the assent of the Government of India to the appointment of an arbitrator in respect of the points above named.—I have, &c.,

W. S. S. BISSET, Agent.

No. 0637-T.

24th December 1885.

From the AGENT, Bombay, Baroda and Central India Railway, to the
MANAGER, North-Western Railway.

In acknowledging the receipt of your letter No. 97 of the 17th December, I have the honour to say that I shall be glad to have an early answer upon the general conditions of the working agreement at Ferozepore Junction, which appear to me to make ample provision for the arrangement of special agreements of the nature of that which you have proposed as a preliminary to the acceptance of any working agreement.

I am fully prepared to arrange the Rates of this Railway with due consideration for the mutual advantage of the Railway and the public, and to discuss such matters with you in due season, but I am not prepared to introduce any novel conditions affecting details into our working agreement, which should in my opinion deal with general questions only.

If it is your deliberate opinion that such conditions should be introduced, I would at once ask the favour of your referring the propriety of such introduction to an independent arbitrator to be mutually agreed upon.

This course will shorten the delay which must otherwise arise in the arrangements for the through-booking of goods.

TELEGRAM—31st May 1887.

From the AGENT, Bombay, Baroda and Central India Railway, to the
DIRECTOR, North-Western Railway.

Can you not commence through-booking goods Ferozepore. Agreement signed last month and no obstacle in our opinion to commencing to-morrow.

TELEGRAM No. 475-M.—3rd June 1887. a

From the DIRECTOR, North-Western Railway, to the AGENT, Bombay, Baroda and Central India Railway.

Your telegram 31st. Through-booking difficulty appears to be in settling the through-rates for grain and seeds ; we are for equal rates for equal mileage which seems fairest to the public.

No. 518-M.

LAHORE, 14th June 1887.

From the DIRECTOR, North-Western Railway, to the AGENT, Bombay, Baroda and Central India Railway, Bombay.

With reference to your telegram of 31st May, and in continuation of my telegram No. 475, dated the 3rd June, I have the honour to state, that through-booking between the North-Western Railway and the Bombay, Baroda and Central India Railway is delayed pending a settlement of the through-rates for grain and common seeds.

2. I contend, that the proper and fair course towards the public is for both Railways to adopt equal rates for equal mileages.

3. Our respective Traffic Superintendents having failed to agree, I shall be glad of an early expression of your views on the subject.

No. 7623½-T.

SIMLA, 17th June 1887.

From the AGENT, Bombay, Baroda and Central India Railway, to the DIRECTOR, North-Western Railway.

In reply to your letter No. 518-M of the 14th June, I have to express my regret that the question of an agreement as to special rates for conveyance of grain and common seeds to the seaboard, should be held by you to form an obstacle to putting into operation the working agreement, which has been already signed by your predecessor and myself.

The position taken in this matter was represented by Lieutenant-Colonel Conway-Gordon at a meeting held with me at Delhi in January 1886, and it was then pointed out that according to all precedent, the acceptance of a working agreement for the through-booking of passengers and goods traffic was not dependent upon the settlement of any particular rates, and that there were in the opinion of this Company, no reasons why through-booking of goods should not at once be commenced upon the ordinary basis of the sum of the local rates to the junction.

I would again ask you to consider the propriety of giving at once to the public the advantages of through-communication, which are at present denied on account of this discussion about rates for export traffic which at the present moment is non-existent.

I shall address you in separate letter upon the subject of the proposed special through-rates for grain and seeds to the seaboard, the settlement of which, as above mentioned, is held by this Company to be in no way an obstacle to the immediate commencement of through-booking at Ferozepore.

No. 753 OF 1888.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 12th April 1888.

Read Government Resolution No. 5, dated 3rd January 1888.

From the Consulting Engineer for Railways, No. 8008, dated 17th December 1887.

Submits correspondence ending with letter No. 14317, dated 22nd November 1887, from the Agent, Bombay, Baroda and Central India Railway Company, and memorandum No. 34 C. E. N., dated 2nd December 1887, from the Director, North-Western Railway, on the subject of the through-booking of goods between the North-Western Railway and the Bombay, Baroda and Central India Railway system.

Letter No. 2851, dated 24th December 1887, to the Government of India.

Forwards the above correspondence with remarks.

From the Consulting Engineer for Railways, No. 956, dated 8th February 1888.

Submits letter No. 1388 T., dated 28th January 1888, from the Agent, Bombay, Baroda and Central India Railway Company, and enclosures relating to the above subject.

Letter No. 305, dated 8th February 1888, to the Government of India.

Forwards the above papers.

From the Secretary to the Government of India, No. 372 R. T., dated 22nd March 1888 :—

“I am directed to acknowledge the receipt of your letter No. 305, dated the 8th February 1888, on the subject of the through-booking of goods between the North-Western and the Bombay, Baroda and Central India Railways. In reply, I am to say that the Government of India is, equally with the Bombay Government, desirous of seeing the through-booking of all goods between the two systems introduced at the earliest possible date.

“2. As there is apparently no question at issue between the two administrations as regards the through-booking of classified goods, at through rates equal to the sum of the local rates, there is no reason why the through-booking of all classified goods should not be introduced at once, and instructions will be issued to the Director, North-Western Railway, to this effect.

- " 3. As regards the through-booking of special goods, perhaps a good deal of the misunderstanding that has arisen between the two Railway Administrations has been due to the fact that the Agent of the Bombay, Baroda and Central India Railway has not yet clearly formulated his proposals. Reviewing the negotiations between the two parties, it would appear that at the meeting held at Delhi on the 20th January 1886, the Manager of the North-Western Railway put forward certain proposals. Neither at this meeting, nor in a memorandum on the subject subsequently recorded by the Agent of the Bombay, Baroda and Central India Railway, were any definite proposals advanced by the Bombay, Baroda and Central India Railway.
- " 4. It may be gathered from the correspondence generally that the proposals made by the North-Western Railway were not accepted by the Bombay, Baroda and Central India Railway, but the Government of India is unable to find any definite propositions put forward for acceptance by the Agent, Bombay, Baroda and Central India Railway, although the Agent promised in his letters No. 7623½, dated 17th June 1887, and No. 8541, dated 7th July 1887, to formulate his proposals: and the Director, North-Western Railway, in his letter No. 600 M., dated 30th June 1887, informed the Agent that his proposals were awaited.
- " 5. In para. 4 of his letter No. 1388 T., dated 28th January 1888, the Agent states that he has endeavoured by various proposals to come to some compromise with the North-Western Railway. With reference to this statement, I am to request that a copy of these proposals, put forward by the Agent, may be furnished to the Government of India. What is desired is a complete and definite statement of the basis for the through-booking of grain and seeds the Bombay, Baroda and Central India Railway is now prepared to accept. Should the Agent still adhere to what has apparently been his desire, i.e., that the through-rates should be the sum of the local rates, I am to ask that a statement of the proposed local rates for edible grains and seeds from all stations between Golehvala and Rewari to the junction at Ferozepore may be submitted.
- " 6. The right of the Agent, as stated in his para. 6, to adjust the rates over his system so as to draw goods to Bombay rather than to Karachi, cannot in any way be admitted. The fact that the rate for edible grain from Sirsa to Bombay, 977 miles, was Re. 0-13-0, while the through combined rate from Sirsa to Karachi, 929 miles, was Re. 0-15-3, and that similar differences existed in the rates from other stations in favour of Bombay has been officially complained of by the Karachi Chamber of Commerce and by several of the leading merchants at Karachi; and there can be no doubt that such differences of treatment between the two ports should not be allowed to continue.

- “7. In conclusion, I am to say that this Government adheres to the principle stated in para. 2 of this office letter No. 1436 R. T., dated the 9th December 1887, and is of opinion that the through-rates to Karachi from stations on the Bombay, Baroda and Central India Railway should be drawn up on the same basis as they would be if the whole length of line belonged to a single Railway administration. A similar principle should be accepted by the North-Western Railway in regard to rates from North-Western Railway stations to Bombay. The subject, in the interests of the public, appears to this Government so important that I am to express a hope that, in all future negotiations, the Government of Bombay will see the advisability of impressing on the Agent of the Bombay, Baroda and Central India Railway the necessity of treating with equal fairness the trading interests of Karachi and Bombay.”

RESOLUTION.—To be communicated to the Consulting Engineer for Railways and the Agent, Bombay, Baroda and Central India Railway Company.

H. O. SELBY, Major, R.E.,
Acting Under-Secretary to Government.

To
The Consulting Engineer for Railways.
The Agent, Bombay, Baroda and Central India Railway Company.

MEMORANDUM.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,

AGENT'S OFFICE,
BOMBAY, 27th April 1888.

In acknowledging the receipt of Government of India letter No. 372-RT, dated 22nd March 1888, embodied in Bombay Government Resolution No. 753 of 1888, the Agent, Bombay, Baroda and Central India Railway, desires to make the following remarks :—

2. *Para. 2.—Of the Government of India letter.*—On receipt of this Bombay Government Resolution on 16th April 1888, a telegram was at once despatched to the Director, North-Western Railway, asking him if he could arrange for through-booking of goods being commenced from 20th April. He has replied, postponing the date (unnecessarily in my opinion) to 1st May 1888.

3. *Para. 3.*—At the meeting at Delhi in January 1886, the Manager, North-Western Railway, advanced certain principles which the Agent was, and is, unable to assent to, and the Manager took no notice of the request made previously in writing and repeated at the meeting of 20th January 1886, to avoid the scandal of refusal to through-book goods, by referring the point of difference to a referee.

The Agent has consistently declined to be drawn into any admission that the commencement of through-booking is or should be dependent

on the settlement of special rates for particular staples which are matters of special agreement from time to time.

4. *Para. 4.*—The propositions put forward are partly unofficial, but were formulated in General Traffic Manager's letter No. E-4 of 9th May 1887, to the address of the Traffic Superintendent of the North-Western Railway at Lahore, issued in accordance with the instructions of the Board.

A reply was sent to the Director, North-Western Railway's No. 600-M, of the 30th June 1887, stating that the separate communication regarding rates for grain and seeds would be sent as soon as arrangements had been made for through-booking.

5. *Para 5.*—The letter above mentioned contains the latest attempt at compromise, and expresses the Board's view that consideration is necessary to the line having the longer lead.

There is no justification for the statement that the Agent's desire is that the through rates shall in all cases be the sum of the local rates. What the Agent has maintained (see his letter No. 1388T, of 28th January 1888) is that the Company must receive a *paying rate* on all its traffic, and in both directions, and that no considerations of imperial policy can affect the Company's right to insist upon this. While the rates for grain and seeds from Ferozepore to Karachi and from Delhi to Bombay, remain as at present, the Agent thinks that in through-booking to Karachi, the following rates from the Junction at Ferozepore to any stations on the Company's undertaking may be reasonably based as below, viz. :—

Company's A class rates reduced by 6 pie per maund on distances over 50 miles up to 150 miles, and by 1 anna per maund on distances over 150 miles.

These rates are practically the same as those now charged by the N.-W. Railway for grain and seeds booked from their stations through to stations on this Railway.—See Appendix B.

6. *Para. 6.*—The Agent believes his views on this subject are in harmony with the principles announced by Government in the opening paras. of the Resolution on Rates and Fares, and his duty to the Company and the public makes it necessary to refer these propositions to the Chamber of Commerce for opinion and to the Board for instructions. In the meantime he must respectfully adhere to the views expressed in his letter No. 1388T, of 28th January 1888, viz., "that he holds it to be his duty to the public to quote reasonable through-rates, and his duty to the Company to assure himself that the Company's share of any such through-rates for the carriage of goods *via* Ferozepore shall cover all the expenses, and leave a reasonable margin of profit; and on the other hand he feels bound to adjust what may be called the competitive rates over the Company's own system, in such a way as will draw the goods over its route, if their despatch to the seaboard or elsewhere will yield the Company a larger margin of profit."

The proposals which have been put forward for charging equal mileage rates over both routes to the seaboard, are not in accordance with the Board's views, which are that the Company may derive a reasonable advantage from its longer lead to Bombay.

It may be here mentioned that the sum of the local rates from Sirsa to Karachi is Rs. 0-13-2 and not Rs. 0-15-3 as para. 6 would lead one to suppose.

7. In the closing sentence of para. 6 the following passage occurs:—"and there can be no doubt that such differences of treatment between the two ports should not be allowed to continue."

Without going back into past questions of rates, the Agent would be glad to know whether it is proposed that the theories held to govern the rates between the ports of Karachi and Bombay shall be applied to other ports also, and if so what proposals are to be submitted and by whom for similar treatment of the rates for grain and seeds for instance between up-country stations and the two ports of Calcutta and Bombay.

To fix the ideas he would suggest that the rates between Delhi or Ghaziabad and Calcutta, Bombay and Karachi, respectively, be considered, and that an answer to the above enquiry be given as regards the staples mentioned in Appendix A.

8. Para. 7.—The propositions here put forward also require reference to the Board. While the rates for grain and seeds between Ferozepore and Karachi remain as at present fixed, the rates for through grain booked over this Railway to the Junction will be reduced from the ordinary special class rates in the manner specified in para. 5 and the total rates from this Company's stations over its own lines, will be maintained as at present subject to the usual notice of alterations.

W. S. S. BISSET, Agent.

APPENDIX A.

Present rates for undermentioned staples between and the ports of Bombay, Calcutta and Karachi.

		To Bombay 888 miles.	To Calcutta 954 miles.	To Karachi 1,169 miles.
		Per maund Rs. a. p.	Per maund Rs. a. p.	Per maund Rs. a. p.
Delhi Up	Wheat... ..	0 10 9	0 8 6	0 14 3
	Other grain and seeds	0 11 0	0 8 6	0 14 3
	Per bale of 430 lbs.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	Cotton, pressed F class	7 8 2	5 12 1	8 2 11
		From Bombay 888 miles.	From Calcutta 954 miles.	From Karachi 1,169 miles.
		Per maund Rs. a. p.	Per maund Rs. a. p.	Per maund Rs. a. p.
Delhi Down	Iron and steel	0 14 8	0 12 10	0 14 3
	Piece-goods	2 6 7	2 6 7	2 6 9

APPENDIX B.

North-Western Railway.

Miles from Delhi.	Stations.	Present rates.	Proposed A class rates modified for through-booking.*
		Rs. a. p.	Rs. a. p.
40	Meerut City... ..	0 1 2	0 1 3
61	Khatauli	0 1 7	0 1 6
75	Mozuffernagar	0 1 11	0 1 11
90	Deoband	0 2 2	0 2 5
111	Saharunpur	0 2 8	0 2 11
146	Barara	0 3 3	0 3 3
166	Umballa City	0 3 7	0 3 7
179	Rajpura	0 3 9	0 3 10
232	Ludhiana	0 4 7	0 4 8
267	Jullundur City	0 5 3	0 5 1

* This column shows what the rates for the same distances come to when calculated in the manner proposed in para. 5 for through-booking *via* Ferozepore.

CHAMBER OF COMMERCE, BOMBAY, 28th June 1888.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Railway), Simla.

SIR,—The Agent of the B. B. and C. I. Railway has submitted to the Chamber copies of a correspondence which he has had with the administration of the North-Western Railway on the one hand, and Government on the other, regarding the through booking of goods on the two lines, *via* Ferozepore.

2. A perusal of the correspondence leaves the Committee of the Chamber with the impression that the Director of the North-Western Railway has endeavoured, by a policy of obstruction in the matter of through booking, to enforce the acceptance by the Agent of the B. B. and C. I. Line of an undesirable basis for the regulation of through traffic; while Government by the position it has assumed in regard to the discussion and the lines on which it indicates a settlement should be arrived at, advocates, by implication at least, a policy of railway management which the Committee of the Chamber would regret to see permanently adopted, and which, they respectfully submit, is directly at variance with the broad principles previously laid down by Government for the guidance of railway administrations.

3. The main principle to which the Committee desire to take exception is that which finds expression in para. 6 and 7 of the letter from Government, No. 372, R. T., of 22nd March, 1888, viz. :—"The right of the Agent (of the " B. B. and C. I.), as stated in his paragraph 6, to adjust " the rates over his system so as to draw goods to Bombay " rather than to Karachi, cannot in any way be admitted." And again :—

" In all future negotiations the Government of Bombay
" will see the advisability of impressing on the
" Agent of the B. B. and C. I. Railway the
" necessity of treating with equal fairness the
" trading interests of Karachi and Bombay."

4. My Committee are unable to interpret these remarks as otherwise than antagonistic to the spirit of the principles enunciated by Government in Resolution No. 1466, R. T., of 12th December 1887, in the " observations " prefixed to which it is most clearly stated that :—

" The Managers of railways should be left to fix their
" own rates and fares, that the interests of
" railways would be better served by accepting
" the legitimate consequences of competition
" and that the interposition of Government
" would be justified only in cases where Com-
" panies under the security of a guarantee might
" fix rates below what would cover the cost of
" transport with a margin of profit."

5. The fundamental rules for the legitimate guidance and control of railway traffic could not, in the opinion of the Committee of this Chamber, be more clearly or correctly defined. But whilst the claims put forward by the Agent of the B. B. & C. I. Railway are thoroughly in accordance therewith, the contentions of the Director of the North-Western, and the more recent remarks of Government already quoted, support two widely different, and of themselves antagonistic principles, viz., that through rates are to be regulated by equal rates for equal distances, and again, by the trading interests of the different ports.

6. If this Chamber had no other concern than the selfish interests of its own members, or the trading community of Bombay, the Committee would not hesitate to accept an

equidistant mileage rate as the most favourable solution of the points raised in the correspondence. The figures given by Major Bisset in Appendix A to his Memorandum of 27th April 1888, show most conclusively the benefit which would accrue to Bombay from such an arrangement irrespective of the natural advantages of the port, but as this Chamber has always accepted and supported the principle of fair competition, as defined from time to time by Her Majesty's Secretary of State for India and the Government of India, the Committee feel bound now to enter a respectful protest against any departure from that sound and well-considered rule.

7. Into the details of the correspondence between the respective managements of the North-Western and B. B. and C. I. Railways respecting the delay in arranging for through-booking, the Committee of the Chamber do not consider they are called upon to enter at any length. If, however, Major Bisset is correct in his statement that all working agreements for through booking, and the one under discussion in particular, provide for the after adjustment and revision of special rates, it appears to them that the Director of the North-Western Line by declining to agree to through-booking was unnecessarily obstructing trade and wanting in a due appreciation of what he owed to the public. Furthermore, if, as seems highly probable, discussions of this nature are likely to arise more frequently in future as the number of communicating railways increase, it seems to my Committee that provision should be made for such a contingency by facilities being given for the appointment of an independent referee who could be at once called in to decide without delay all such differences of opinion.—I have, &c ,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

No. 1155 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, 29th October 1888.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter of the 28th June 1888, I am directed to point out that the difficulty in arriving at a settlement regarding the through traffic *via* Ferozepore arose from the fact that the Agent, Bombay, Baroda and Central India Railway, delayed formu-

lating any definite proposals for working the traffic between the two lines. As soon as the Agent did formulate his proposals they were accepted both by the Government and the North-Western Railway and through booking was introduced.

2. The question between the two lines was not one of ordinary competition which, as the term is generally used, means the competition of two railways between the same points, but a question whether the Agent of the Bombay, Baroda and Central India Railway would afford reasonable facilities for the receiving, forwarding and delivering of traffic with the North-Western Railway at Ferozepore such as are afforded by the North-Western Railway to the Bombay, Baroda and Central India Railway at Delhi.

3. With reference to paragraphs 3 and 4 of your letter under reply I am to point out that the paragraphs which you quote from Government Resolution No. 1446 R. T. refer to cases of ordinary competition between the same points. I am to invite your attention to Section IV. of the same Resolution which provides that "in cases where the traffic offering is sufficient to justify this arrangement railway administrations must give reasonable facilities for public traffic between any two railway stations, each railway administration being contented to receive for its share of the through rate less than its ordinary local rate."

4. It was apparently in consequence of the unwillingness of the Agent, Bombay, Baroda and Central India Railway, to accept this principle as regards traffic from stations on the Rewari-Ferozepore Railway to Ferozepore in booking to Karachi that a settlement was so long delayed.—I have, &c.,

M. C. BRACKENBURY; Major, R.E.,
Under-Secretary.

BOMBAY CHAMBER OF COMMERCE, 14th November 1888.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Railway Traffic, Calcutta.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1155, R.T., dated Simla, 29th October, replying to the Chamber's communication of 28th June last, regarding the delay which then existed in the booking of through traffic *via* Ferozepore between the Bombay, Baroda and Central India Railway and the North-Western Railway.

2. In thanking you for the detailed explanations which your letter conveys, the Committee of the Chamber direct me to say that the main point at issue between the respective administrations having been satisfactorily disposed of, they do not consider it necessary to trouble Government with further correspondence on the subject. At the same time renewed consideration of the questions raised does not lead the Committee to recede from the views to which their previous letter gave expression.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX O.

THE DESIRABILITY OF EMPLOYING AT INTEREST THE SURPLUS TREASURY BALANCES OF THE GOVERNMENT OF INDIA.

BOMBAY CHAMBER OF COMMERCE, *9th August 1888.*

The SECRETARY to the GOVERNMENT of INDIA, Department
of Finance and Commerce, Simla.

SIR,—I am directed by the Committee of the Chamber to address you with regard to the recent heavy withdrawals of Government funds from the Bank of Bombay. Without, as the Committee understand, any preliminary notice the Government withdrew from the Bank the sum of about one-and-a-half crores of rupees during the week ending 28th ultimo, thereby creating an unexpected pressure in the money market and an advance in rates of discount of about two per cent. per annum. My Committee believe that Government must have had good and sufficient grounds for their action in this matter, and they have no doubt, when the reasons are explained, that the withdrawals were necessitated by the exigencies of the public service. They are of opinion, however, that steps should be taken to avoid unexpected demands of this character which might, under other circumstances, lead to serious results in business, and, possibly during the busy season, to financial complications. These withdrawals, moreover, attract attention to a subject which has more than once been under the consideration of this Chamber, in the shape of the large unemployed balances in the Government Treasuries throughout the country. During the past year these balances have aggregated in round figures from $10\frac{1}{2}$ to $13\frac{1}{2}$ crores of rupees; and my Committee think it worthy of the most careful consideration of the Finance Minister whether this enormous amount of money could not be made available for the purposes of trade and thereby indirectly for the benefit of the country at large.

In England, by the mode of finance adopted by the

Government, the balances at the disposal of the treasury are made available for trade purposes through the Bank of England, and it seems to my Committee that a considerable portion of this Country's funds might equally be utilized if arrangements were made to that end. No doubt a large floating balance is required for public purposes, but if the managements of the three Presidency Banks were consulted, they would probably be able to indicate some means by which the trade and commerce of the country could have the benefit, during a portion of the year at least, of the at present unemployed treasury balances.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4972.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

ACCOUNTS AND FINANCE.
Presidency Banks, &c.

SIMLA, 8th September 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge receipt of your letter of August 9th regarding the withdrawal of money in July from the Bank of Bombay to the Reserve Treasury.

2. It is observed that your letter raises the general question of the extent to which the Government balances should be placed in deposit at the Presidency Banks. A definite policy in this matter was laid down at the time when the Presidency Banks Act of 1876 was under discussion, and nothing has since occurred to disturb the foundations on which it rests. The following extracts from documents of that date will explain it to the Chamber of Commerce :—

Extract paragraphs 7, 8, and 9 from a Despatch from the Government of India (in the Financial Department), to Her Majesty's Secretary of State for India,—No. 256, dated 30th June 1874.

Para. 7. We think it doubtful, moreover, whether it is any real advantage to trade that large Government balances should be kept in the hands of the Banks. It appears to us that an element of uncertainty is thereby introduced into the money market not unlikely to aggravate commercial difficulties at a time of tightness.

8. An amount of capital, which is large relatively to the whole capital engaged in trade at the Presidency towns, is supplied by Government ; but Government, for reasons quite unconnected with trade, may have to withdraw these balances suddenly.

In this case a sudden demand ensues for capital to replace that

which is thus removed ; the rate of discount rises, not from any commercial reason but from the accident of State necessities ; and, if this should occur at a time of commercial pressure, it would precipitate a crisis which otherwise might not occur. If Government did not supply this capital to the trade, it would be found by private individuals through Banks or in some other way.

9. Had the Government funds in the hands of the Banks in January last been limited to a fair working balance, and had we had a reserve in our own hands, we think it may be assumed that the market rise in the rates of discount which has occurred would not have taken place, and our business would have been transacted without disturbing trade-operations.

Extract paragraph 13 from a Despatch from the Secretary of State for India to the Government of India,—No. 225, dated 6th May 1875.

Para. 13. The time has come when Her Majesty's Government must consider how far these relations shall continue. Originally they were probably devised to provide banking facilities for the commerce of the country, which it would have been otherwise unable to procure. The development of trade has lessened the cogency of this reason, and I agree with your Excellency in the doubts you express as to the real value of artificial facilities which arise from large Government balances with the Banks. Capital supplied by Government, and not representing the savings of the community, is a resource on whose permanence no reliance can be placed, and which therefore tends to lead traders into dangerous commitments. It gives ease for a time, and produces a prosperity which is at the mercy of an accident. A political exigency suddenly withdraws the adventitious resource, and the commerce which trusted to it finds itself pledged beyond what its own resources can make good.

Extract from the HON'BLE SIR W. MUIR'S Speech in the Legislative Council,—dated the 14th December 1875.

Further, it was urged that the necessity for connection with the State no longer existed. It might have been expedient, or even indispensable, in the poverty of mercantile resources at the beginning of the century to support the credit of the Bank by Government capital and direction. But this had long ceased to be the case, and there were now abundant materials, altogether apart from the State, for banking upon a secure and independent basis.

Extract from the HON'BLE MR. BULLEN SMITH'S Speech in the Legislative Council,—dated the 14th December 1875.

Although he (Mr. Bullen Smith) conceived there might be difference of opinion as to whether or not there did exist at the present time a real necessity for the severance of that connection which had so long and with such great advantage subsisted between the Government and these Banks, yet he was for his part somewhat careless to enquire as to the precise need for that severance. The Banks had derived great advantage from that connection in times past, but he thought the moral support which the Government lent to the Banks, besides its material support, was now no longer required. He thought these institutions were now in a position to go on alone, which they were

not at the time of their original establishment, and that support which was in the early days almost necessary was now no longer required.

3. The policy thus laid down the Government of India cannot consider to be open to discussion. The Government cannot in its own interests revert to the system by which its use of its own balances was dependent upon the policy of the Directors of the Presidency Banks, based, as it necessarily was, upon commercial necessities, and not upon anticipations of State demands. Nor is it, in the opinion of the Governor-General in Council, advisable, in the interests of the commercial public, that the state of the money market should be subject to the violent fluctuations and the entire dependence upon Government operations, which would be the result of placing the entire Government balances at the disposal of the Presidency Banks.

4. The figures of your letter, I am to remark, give a somewhat erroneous impression of the amount of money which could under any circumstances be placed at the disposal of trade. A reference to paragraph 156 of the last Financial Statement will show that the 10½ crores (the real figure was under 10,30 lakhs) afforded very little margin over the amount necessary to carry on the Treasury business of the country. In fact, at the time when that balance was recorded,

<i>Head Offices and Branches.</i>		Rs.
Bank of Bengal	...	1,72,54,000
„ Bombay	...	71,34,000
„ Madras	...	39,80,000
		2,83,68,000.

the balance in the reserve treasuries amounted to 83 lakhs only, and this is therefore the only addition which, on the policy proposed by the Chamber, could at that time have been made, to the amounts, stated in the margin, which under existing arrangements were available for the purposes of trade.

5. The example of the Home Government, which is quoted in your letter, is for more than one reason entirely inapplicable to India. In the first place, the Government balances in England are not liable to the great fluctuations which arise in this country from the fact that the revenue is most unequally distributed over the year; and, in the second place, the Government balances in England are an item that disappears in the general account of available resources, while in India they amount to considerably more than half of the available cash of the Presidency Banks. When the Government in England obtains assistance from the money market, the transaction is a mere ripple on the surface of the commercial world; when the Government of India makes a similar appeal, the transaction is one which, as your letter shows, dominates the whole condition of the money market, notwithstanding the fact that six weeks' notice of the demand has been given.

6. With these observations on the question of general policy, I am now to refer to the transactions of last July. The arrangements of Government at the time of raising a loan are devised for the express purpose of enabling the demand to fall easily upon the money market. Ample notice is given, and the instalments are spread over two or three months. The interests of Government are the same as the interests of those who finance its loans, and the Government has always been careful that no pressure on its part shall affect the facility with which the money is raised. The Chamber are doubtless

aware that there is a stipulated maximum fixed for the Government balances, which in the case of the Bank of Bombay is 50 lakhs; but the Government balances at the Banks are necessarily swollen by the loan operations, and the practice of Government has been to let the Banks retain as much in excess of the stipulated maximum as they desired, provided they paid interest upon it. The fairness of this condition is obvious; the money is wanted for advances on the new paper, which money the allottees in their turn pay into the Government account. The Banks cannot reasonably claim—neither have they on previous occasions claimed—that the Government should, while it is itself paying interest to the allottees, lend the banks the same money without interest, in order that they may use it to make advances at interest to the allottees; and it is obvious that so long as the Government offers to advance its money at the Bank's minimum rate, it cannot be charged with any action tending to raise that minimum rate.

7. The Chamber of Commerce seem to have been wrongly informed as to the facts of the present case, for the Government on this, as on former occasions, have acted throughout in concert with the Presidency Bank. From July 6th to 10th, the Government balances were increased by payments on account of the loans from 77 to 229 lakhs. Next day—that is, on July 11th—the Secretary of the Bank wrote to the Accountant-General with the object of retaining this balance for a time, as, according to ordinary practice, he expected to be called upon to reduce it. The Accountant-General replied by stating that he proposed to make considerable withdrawals, but that, if the Bank desired to retain an excess over 70 lakhs, it could do so by paying interest on the amount according to previous practice. Finally, at the desire of the Bank, which did not wish to hold money at interest, another arrangement was substituted, which provided for the withdrawal of the money during the three weeks from 14th July to 4th August. The Accountant-General accepted the proposal which the Bank put forward in this respect, making in it one modification only—namely, that he took on 14th July 140 lakhs instead of one crore; but as he at the same time placed 20 lakhs at the Bank's call at the Reserve Treasury, he practically withdrew only 20 lakhs more than the Bank offered.

8. It will, no doubt, be admitted that these transactions are somewhat inaccurately described in the Chamber's letter, which says that—

Without any preliminary notice, the Government withdrew from the Bank the sum of about $1\frac{1}{2}$ crores of rupees during the week ending 28th ultimo, thereby creating an unexpected pressure, and an advance in the rate of discount of about 2 per cent.

9. The circumstances were certainly very unusual under which over 2 crores of the loan was paid up in Bombay by the date of the first instalment, and it is not surprising that a temporary difficulty should have arisen from them. For these circumstances the Government is in no way responsible, but the task of getting out of the difficult position thus created fell upon the Accountant-General and the Bank of Bombay. With the action of the latter the Government is not at present concerned, but the mere facts that the Bank's minimum rate never stood in danger of being raised; that the Government balance from the 7th till the end of the month never went below 75 lakhs, though the fixed maximum is 50 only; and that the Bank

did not find it necessary to borrow the money offered it by the Accountant-General; are evidence of the carefulness with which the Accountant-General resumed for the Government the control over its own balances. The fact that the Chamber assign to the withdrawal of the 1½ crores, a date which is a fortnight later than that of its actual occurrence would seem to show that it did not make itself manifest by any sudden stringency in the money market.

10. The reference in your letter to an advance of about 2 per cent. in the rate of discount is not understood. The Bank's minimum rate has been steady at 4 per cent. from the commencement of July till now. If the Chamber's letter implies that large advances were being made at 2 per cent., while the Directors of the Bank of Bombay maintained the official rate at 4 per cent., then there is ample reason to think that the withdrawal of the Government balances was demanded just as much in the interest of the steadiness of the market as in the interest of Government; and the Government would have been justly chargeable with fostering an incipient speculation if it had departed from its prescribed methods, and left in the Bank's coffers the large sums of money, which had been collected during the month of preparation, by those who intended to subscribe to its loan. The incident, in short, is an example of the danger pointed out in the above quoted Despatch of the Secretary of State, and furnishes an additional proof of the wisdom of the policy which has been described in the opening paragraphs of this letter.—I have, &c.,

E. J. SINKINSON,
Offg. Secy. to the Government of India.

Copy, with copy of letter from the Bombay Chamber of Commerce, forwarded to the Comptroller and Auditor General, the Accountant-General, Bombay, and to the Secretary and Treasurer, Bank of Bengal, for information.

BOMBAY CHAMBER OF COMMERCE, 4th October 1888.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 4972 of 8th ultimo, and in so doing to express their thanks for the detailed explanations therein given of the circumstances attending the withdrawals of the Government balances from the Bank of Bombay in July last.

2. Being dependent for their information regarding the fluctuations in the treasury balances on the weekly published statements of the Bank of Bombay, the Committee perceive that they were in error in putting the withdrawals at 150 lakhs instead of 140 lakhs, and, furthermore, that the action of the Accountant-General in making these

withdrawals had not been adopted, as the outside mercantile community generally at the time believed, without some preliminary intimation to the responsible officials of the Bank. My Committee respectfully submit, however, that any misapprehension they may have inadvertently expressed on these points does not materially affect the main issue respecting which they took the liberty of addressing Government. The broad fact remains that by the withdrawals in question, and notwithstanding the precautions which Government were apparently desirous of exercising, the money market was suddenly and unexpectedly transformed from a position of exceptional quietude and ease to one of extreme stringency, and the market rate of discount was practically advanced in one day, without the preliminary indications which generally accompany such movements, from about 2 to 4 per cent. per annum. Happily, as I have already had the honour to state, this unforeseen advance in the value of money was unattended, as it might easily under other circumstances have been, by any general disaster, but serious loss was occasioned to banking institutions and private individuals for which it is now manifest there was no occasion, and it will be in the interests of Government and tend to inspire confidence in investors if provision be made to avoid the recurrence of a similar state of affairs in connection with future loans.

3. The fact that the Bank of Bombay minimum rate remained unchanged throughout at 4 per cent., is relied upon as showing that no such stringency as my Committee alleged really existed, but this view is based on the misconception—plainly stated in the tenth paragraph of your letter—that no money market exists apart from the Bank, and to this misconception, very possibly, the conditions which led to the exceptional pressure may be entirely attributable.

4. Had Government been aware, as was the case, that money in the open market had only been worth from one-and-a-half to two per cent. per annum for a month previous to the issue of the loan they would have perceived that the privilege of being allowed to pay up instalments to the loan in advance, and thereby secure 4 per cent. interest, was bound to attract unusually rapid payment, and, in view of this contingency, would doubtless have instructed the Accountant-General to extend his withdrawals over a longer period.

5. The circumstances were no doubt unusual, but with a due appreciation of the true financial situation the ultimate results were certainly not improbable, and the Committee of the Chamber do not see that in making the concession which the Secretary of the Bank of Bombay at the time solicited, the Accountant-General would have been doing more than the occasion demanded. It is unquestionably to the interest of Government that subscriptions to their loans should be attended by as little risk as possible, and if by spreading the withdrawals of the unexpectedly large sum at his disposal over three weeks or a month the Accountant-General had it in his power to obviate any adverse contingency it would have been sound policy to have conceded the arrangement. Government not having contemplated so rapid a payment of the loan could not have been in emergent want of the money and any charge which the Bank might have been prepared to pay would have been so much profit, as it would not otherwise have been employed at interest. The transaction no doubt would, as indicated in your letter, have trenchanted upon the strict letter of the prescribed relations between Government and the Presidency Bank, but the position was exceptional and might fairly therefore claim exceptional treatment. More my Committee would not have contended for in connection with the transaction now past, and they merely ask that similar conditions may meet with adequate consideration in the future.

6. As to the general question of the advisability or otherwise of utilising some portion of the unemployed treasury balances for trade purposes, the Committee regret that for reasons adduced the Government of India do not consider their present policy as open to discussion. I am directed to say, however, that they trust they may not be considered wanting in due respect for the decision of Her Majesty's Secretary of State for India if they point out that the financial conditions prevailing in 1874 when the basis of the Government relations with the Presidency Banks was laid down, are widely different from those at present existing, and that the opinions expressed about the same period by the Honourable Sir W. Muir and the Honourable Mr. Bullen Smith, while sound and entitled to all consideration at the time, have now lost much of their force. Trade and industrial enterprises have undergone enormous expansion in the interval, necessitating and attracting banking faci-

lities in proportion, so that while at certain seasons of the year there is an active demand for capital which would enable Government to obtain a remunerative return on their unemployed funds, their placing same at the disposal of a market so greatly developed in resources and extent would not be attended by the same risks as were rightly held to be involved thirteen or fourteen years ago. Nor in so doing need the existing arrangements with the Presidency Banks be materially disturbed. The Government treasury balances, the Committee understand, are as a rule at their maximum in March, April and May, which are precisely the three months in which the demands of our export trade call for the largest monetary facilities, and in consequence the highest rates of interest prevail. It seems to the Committee of the Chamber, therefore, that a considerable revenue might be earned at that period of the year by Government lending out such sums as they safely had available. Tenders might be invited from the Presidency Banks and from Exchange Banks on the security of Government paper for loans at thirty, sixty or ninety days in such amounts as might be convenient in the different financial circles. The effect of making such advances would be all in favour of a steadier money market throughout the year, as on the one hand the result would be to keep the amount of the Government balances with the Presidency Banks—now an element of considerable uncertainty—at a more uniform level, while on the other, by limiting the rush of money into the country to meet the requirements of the export season the after collapse which usually ensues when these funds are set at liberty would be avoided.

7. Matters of detail would no doubt require to be carefully considered and worked out, but a widespread feeling prevails in commercial circles that some such system as that indicated would be of advantage to trade, and at the same time safe and profitable to Government, and the Committee of the Chamber respectfully suggest that the subject is of sufficient importance to warrant grave consideration.

8. My Committee direct me to call your attention to the fact that while your letter under reply only reached them on the 13th ultimo, it appeared in full in the *Pioneer* of the 12th idem.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

No. 234.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.CALCUTTA, 12th January 1889.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter of the 4th October 1888, stating the views of the Chamber on the withdrawal of a portion of the Government balances last July from the Bank of Bombay, and on the policy of Government in dealing with its cash balances in the public treasury.

2. As regards the withdrawals from the Bank, the Chamber will see from the letter addressed this day to the Bank (copy enclosed) that the Government of India approves the proceedings of the Accountant-General on that occasion, and does not consider it desirable to prolong the discussion of the circumstances which gave rise to the present correspondence.

3. As regards the views expressed by the Chamber on the policy pursued by the Government in dealing with the Treasury balances and the proposal that the balances should be made available for purposes of trade, I am to invite the attention of the Chamber to the paper by Mr. J. Westland, of which a copy is annexed to this letter, in which he sets forth at length the sums actually maintained in the treasuries, the nature and extent of the claims upon them, and the method in which the transactions of the treasury are conducted. The Governor General in Council hopes that the facts stated in this paper will convince the Chamber that the Government does not maintain balances in excess of actual requirements, and that the method of dealing with these balances is sound. His Excellency in Council is satisfied that no substantial change in either of these respects is called for, and that no such change could be adopted consistently with the pursuit of a prudent policy in meeting the requirements of the State.

4. The Chamber will observe from the letter addressed to the Bank of Bombay that the Government of India does not see its way to comply with the desire expressed both by the Bank and the Chamber that the Treasury balances should be used, in a larger degree than at present, to facilitate trade. The Chamber's remarks contained in paragraphs 6 and 7 of the letter under reply have been carefully considered, but the Governor General in Council finds himself unable to depart from the policy hitherto adopted. His Excellency in Council cannot agree with the Chamber that the arguments on which that policy was based in 1875 have lost their force at the present time. Trade has certainly expanded, but with its expansion banking facilities have proportionately increased, and it is less in need of State support now than in 1875. The volume of trade and the demand for money are steadier, and less liable to violent fluctuations throughout the year, than they were in past periods, and it is not necessary, therefore, to adopt special measures to prevent fluctuations which are rarer than was the case when the policy of Government was formulated.

5. His Excellency in Council is, moreover, convinced that nothing but evil could result from the adoption of the suggestion that the Government should enter into competition, in making loans to the mercantile community, with the Presidency Bank. Trade should be left to depend upon its own financial resources. If advances were systematically made by Government during the busy season there would be a tendency to reduction of the working balances of the country to an unsafe minimum and the consequent risk of panic, to guard against which is an important object of the Reserve Treasuries. If advances were made at a lower rate than the published rate, it would be difficult to confine the privilege of obtaining money at less than its value to the Presidency Banks, and these Banks would also be increasingly anxious to profit by such loans, and tempted to enter upon speculative operations with the resources placed at their disposal by the State, allowing their own reserves to fall below the limit of safety. The Government of India is not prepared to adopt a course which would tend to produce such results, and deliberate conclusion of the Government, after giving the proposals of the Chamber the fullest consideration, is that any assistance in relief of the money market which may be afforded by means of the Treasury Reserve can only be made through the Bank, and at its published rate of discount, in relief of temporary stringency, and that no departure from the policy hitherto pursued can be allowed.

6. I am in conclusion to invite the attention of the Chamber to paragraph 22 of Mr. Westland's paper, and to say that the impression which appears to exist in some quarters that Government manipulates the Presidency Bank balances with the view of forcing a demand for Council Bills is entirely without foundation. Any such manipulation would, in the opinion of the Government of India, be unjustifiable, and would, eventually, fail of its intended effect.—I have, &c.,

A. U. FANSHAWE,
Offg. Secretary to the Govt. of India.

No. 235.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE,

CALCUTTA, 12th January 1889.

To the OFFICIATING SECRETARY and TREASURER, Bank of Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 16, dated the 27th September 1888, on the subject of the withdrawals made by the Accountant-General from the Government balances in July last at the time of the payments all allottees on account of the Government loan.

2. I am to state that the Governor General Council does not consider that any useful purpose would be served by further discussing the question of the proceedings of the Accountant-General in the matter of those withdrawals. Those proceedings, as the Directors of the Bank were informed in the letter of 8th September last, No. 4973, are

approved by the Government of India, and I am to suggest that the Directors, who are fully acquainted with the principles which regulate the policy of Government in regard to withdrawing a portion of the Government balances, should make their arrangements in accordance with such knowledge.

3. As regards the proposal made in the last two paragraphs of your letter that the Government might lend money to the Bank from its Treasury Reserve, I am to say that it is the wish of the Government of India that the Accountant-General should in case of need give such reasonable assistance to the Bank as is not inconsistent with the general policy of Government. But the Governor General in Council is unable to enter into any agreement or understanding of a general nature with the Bank for lending to it a portion of the Government balances, and under no circumstances would the Government undertake to make such advances, as suggested in your letter, at a rate not less than two per cent. under the Bank's minimum.

4. I am to add that the Government of India is not prepared to make any change in the policy hitherto pursued in dealing with the balances of the public treasury.—I have, &c.,

A. U. FANSHAWE,
Offg. Secretary to the Govt. of India.

NOTE ON THE MANAGEMENT OF THE GOVERNMENT BALANCES.

In passing through Bombay, I had a conversation with Mr. Forbes Adam on the subject of the recent correspondence about Government Cash Balances, between the Bombay Bank and the Bombay Chamber of Commerce (of both of which institutions he is president) on the one side, and the Government of India upon the other; and adopting the suggestion which he made to me, I propose to put on record this general sketch of the manner in which the Government Balances are managed.

2. The leading facts upon which the regulation of these balances depends are these :—

- (1) That the months of August, September, October, and November, produce far less than their proper share of revenue, and that the current expenditure during them has to be met to a considerable extent by a depletion of balances;
- (2) That the minimum balance with which the Government Treasury business can be worked, that is to say, with which we can undertake to have money ready, at every treasury, to meet the demands upon us, is at least eight crores of rupees.

3. The main factor in the determination of this figure of eight crores is (as it must always in such cases be) actual experience. We find, as a matter of fact, that as our balances approach a minimum of eight crores, we have to multiply very greatly the amount and rapidity of the cash remittances by which we transfer money from the treasuries at which it is received, to the treasuries at which it is wanted to

meet actual payments. There is a point at which it becomes more costly to make such remittances than to increase the available cash. For example, I do not say it would be actually impossible to meet the demands on our treasuries with a minimum balance of seven crores ; but it is certainly the case, that any attempt to work the treasuries with that balance would be accompanied with an outlay in cost of remittances that would not fall far short of the four lakhs of interest which we would have to pay if we raised another crore, in order to raise from seven to eight crores the amount at our disposal. And, besides this, there would be very great risk of our having to declare ourselves—at some of our treasuries—unable, pending the arrival of remittances, to meet our current obligations. What this would mean, apart from the discredit of it, may for a moment be glanced at. We might be unable to pay the soldiers and create serious discontent in the army ; we might be unable to meet the current expenditure of working or of constructing railways ; we might be obliged to stop important Public Works—an extremely costly proceeding even if they are immediately resumed.

4. This figure of eight crores might, perhaps, at first sight, seem large ; but I shall state some considerations bearing upon it, which will show it to be not unreasonable. The Bank of Bengal were good enough to furnish me some time ago with an estimate of the daily amount of actual cash paid in and cash paid out, at their head office in Calcutta. It amounted to about 12 lakhs each way, and to keep their position safe, they ordinarily keep over a crore of rupees in available cash ; that is, an amount exceeding eight days' transactions. Now the daily cash receipts and disbursements at the Government Treasuries amount to about 50 lakhs each, so that if we have a balance of eight crores, we have only sixteen days' payments and receipts in hand. If the Bank finds it necessary to keep eight days in hand, in the case where all the receipts and payments occur in a single office, it may fairly be said that sixteen days is a somewhat narrow limit for a case in which the transactions are spread over 200 treasuries and 800 sub-treasuries, and in which the circumstances are such that the receipts often come in at treasuries very far removed from those at which the expenditure has to be met.

5. The manner in which the balances are distributed is arranged with the object of working the treasuries with the smallest possible amount. They are distributed into nine groups, conterminous with the nine Provinces of account, and each group is under the regulation of its own Accountant-General. The Accountant-General, besides receiving details of his actual balances twice a month, obtains, at the beginning of each month, from each Treasury, an estimate of its transactions during the current month and the two succeeding months, and thus sees in prospect what treasuries have more funds than they require and which of them require to be supplied with funds in order to meet the demands upon them. He orders remittances accordingly, and such funds as are not required by him upon the whole account, he gathers towards a few Central Treasuries chosen with reference to their accessibility, where the surplus funds lie at the disposal of the Comptroller General. These operations are carried out under the immediate supervision of the Comptroller General, who exercises his supervision in this way. He receives from each Accountant General

in October, an estimate showing the minimum balance he requires for the service of his province on the first of each month ; this minimum is by this time pretty well ascertained by experience. Guiding himself by this, and by the monthly estimates above alluded to, which are consolidated and sent to him, he sees what provinces, from time to time, have surplus funds available and in what provinces these surplus funds are required for expenditure. Such provinces as the Punjab and Burma are continually demanding funds to meet their heavy military expenditure ; and the Comptroller General has also to lay down funds to meet the demands at the presidency towns on account of Council Bills, interest, railway payments, &c. The Comptroller General is thus directly interested in keeping the Provincial Balances at as low a point as possible. He may not actually, at each moment, concentrate his available funds at Calcutta and Bombay. He may, for example, leave them at the Central Treasuries of the Accountants-General, because he may see that if he took them away he would shortly have to send them back, and he may not find, in any commercial demand, the means of moving them without actual specie remittance. But whether actually moved or not they are part of his available resources, and are at places whence they can be sent at very short notice to any spot where they are required.

6. This, therefore, is the general system of the management of the balances, devised, it will be seen, for the express purpose of enabling the Comptroller General to carry his available resources, as far as possible, towards meeting the demands on the treasuries. It remains to add, in further explanation of the carefulness of management required at the hands of the Comptroller General by the limitation of the funds at his disposal, that each month he gathers together the estimates of the various Accountants General (to which allusion has already been made), and after careful collation of them, prepares a review which is laid before the Government each month, and which sets forth in detail the various demands which the Comptroller General has to meet during the current and two succeeding months, and forecasts the plans, so far as relates to movements of funds, by which he proposes to meet them. Movement of funds is in itself, I may remark, a business of some complication, because it includes not only movements of actual specie, but also consideration of mercantile and banking business, a class of remittance which of course we substitute, as far as possible, for specie remittance, whenever it is available.

7. I have thought it advisable to mention all this detail of management in order to show that it is with some confidence that we set down as our practicable minimum, the balance of eight crores at which we find by experience that we begin to be doubtful as to the possibility of moving our available funds to the points where they are required to meet expenditure. I may allude, before I go further, to two devices by which we call in the aid of our currency reserves in order to make this eight crores go further than of itself it would. Our normal currency reserve of coin we may put down at six crores of rupees. This amount is, of course, by law, sacred to the purpose of supporting the currency circulation ; we cannot apply it to any treasury purpose. At the same time, it is vastly more than in ordinary times is necessary for the purpose of actual encashment of notes. It is scattered over the various places from which we are by law authorized to issue notes.

One perfectly legitimate operation of which we take great advantage is that we depend upon this currency reserve for facilities of rapid remittance. For example, we can make a remittance of, say, 20 lakhs, at a moment's notice, from Calcutta to Lahore, by simply paying in 20 lakhs to Currency Office at Calcutta, and obtaining at the Currency Office an order upon the Lahore Currency for 20 lakhs to be paid to treasury there. I think it is not too much to estimate this facility of remittance at a crore of rupees; that is to say, a balance of eight crores, with this facility of remittance through currency, goes quite as far towards meeting our liabilities, as a balance of nine crores would without this facility. I may further mention in this connection the utilization of the currency reserve at Rangoon for keeping, from one busy commercial season to another, the large supplies of silver which are required for the rice trade, and which used to a large extent to be sent down by the Banks by specie remittance from Calcutta before each rice season, and brought back after it. The other way in which the currency balance helps us, is a comparatively unimportant one, but still it does give us some small assistance. One of the liabilities we undertake with our treasury balances—in addition to that of meeting our payments—is that of supplying both ourselves and the public generally with small coin, and as we must always have a considerable stock of small coin in hand, the reserves of this stock are practically an inefficient balance. That is, part of our eight crores consists of this class of coin, and cannot be considered available for the general purposes of a cash balance. So far as copper coin is concerned, this is a weight we must bear, but it is not an appreciable one. So far, however, as small silver is concerned, we can transfer the burden to the currency reserve. Silver bullion is a form in which it is quite lawful to hold currency reserve, and if we possess a reserve stock of ten lakhs, say, of small silver, we can keep it as part of our currency reserve, and thus have the full use of our supposed cash balance of eight crores, instead of having ten lakhs of it locked up in the unavailable form of small silver coin.

8. I think, therefore, I may legitimately contend that the fact that we require a minimum of eight crores for the purpose of conducting the treasury business, arises from the actual necessities of the business, and not from any want of efficiency or attention in the conducting of it. And if the demands be measured, even in the roughest way, by the number of places where funds have to be provided, eight crores will seem a small sum to cover them all. For the three presidency towns alone, the Government balances at the Banks require at least 125 to 150 lakhs, and it must be remembered that the minimum period of December is that at which trade is reviving, and the Secretary of State beginning to increase his drawings to 50 lakhs a week. Rangoon, Allahabad, and Lahore are all head-quarters of provinces, where the Accountant-General must not be left without a fair reserve wherewith to support the forty treasuries he has to supply; there are distant treasuries like Quetta and Aden, where expenditure is heavy, and which must be made independent of external aid. There are first class military stations like Peshawar, Lahore, Multan, Rawalpindi, Umballa, and Delhi (not to go beyond the limits of a single province), where the expenditure of the first few days of the month is measured by lakhs of rupees. There is Upper Burma, a country where the heavy expenditure of a military occupation has to be met,

and where the means of communication are as yet so imperfect as to necessitate each treasury being made almost independent of its neighbours. Small amounts at each Treasury, which come to a considerable amount on the whole, are required to give to the public, as far as possible, facilities for obtaining and exchanging small coin and currency notes; and it may be mentioned that, for the convenience of the public, we receive foreign-circle notes freely in payment of revenue, which necessarily to some extent locks up for the time a part of our funds. The working out of the detail of the distribution will thus be found to mount up very rapidly towards the allotted total.

9. Above all, there is the consideration that the treasury must, outside the Presidency Towns, absolutely depend upon its own resources; and that there is no reserve of any kind upon which it may fall back, if it is itself depleted.

10. It must be understood that this eight crores, of which I have been writing, is a practically irreducible minimum; it is not the actual balance with which we can, as a matter of system, carry on the treasury work. On the contrary, it represents a state of strain which can be maintained for a time, but which implies a certain expenditure in remittance, and a certain incurring of risk. It is a condition of things which we can afford to stand for a month or so, when we know that mere efflux of time will bring a speedy recovery, but which would be intolerable, and probably somewhat expensive, if we were obliged to accept it from year's end to year's end as the normal condition of the management of business. To represent the permanently possible condition, we must first of all give ourselves a margin of 20 per cent. beyond the eight crores, and put down about 960 lakhs of rupees as ordinarily absorbed in the actual meeting of demands upon the treasuries. Though it is possible occasionally to work down to 800 lakhs, it is unwise to attempt to do so, if we have 960 available; that is, out of our total treasury balance at any time, 960 lakhs must necessarily be scattered over the various treasuries where payments have to be made. But even this is not enough during the months when the revenue is in active collection, for the revenue then collected necessarily largely increases the balances of the treasuries until such time as it can be carried away to the places—often at a considerable distance—where it is required for payments. A notable instance of this occurs at the end of March in Bengal. Bengal ordinarily can be easily worked with a balance of 120 lakhs at the outside (of which 10 to 15 are in the Bank of Bengal). But the Accountant-General has to lay down very heavy balances at the end of the month in the Behar treasuries in order to meet the large opium payments which then begin. He completes this operation, say, about 20th or 25th of March, and as soon as he has done so, he receives at the treasuries in Lower Bengal, the March instalments of land revenue. About a crore of rupees are paid in on 26th, 27th, and 28th of March. The consequence of these two operations—which it is not possible to fit into each other, as the money is required to be laid down in the western treasuries before it can be sent from the eastern—is that Bengal always ends the month of March with a balance considerably in excess of 200 lakhs.

11. On the whole, therefore, the really practicable working balance,

except at the minimum period of the year when little revenue is coming in, may be put down at at least 1,000 lakhs, and it is only the excess over that amount that can be regarded as held by the Comptroller General in reserve; mostly in the reserve treasuries, but partly also in those "central treasuries" where the Accountants-General may, as explained in paragraph 5 above, place their surplus funds to await the orders of the Comptroller General. The following figures show, for the past 24 months, the whole Treasury balance, divided into—

- (1) the amount held in Reserve Treasuries;
(2) the amount held in all other treasuries.

Last Day of	1886-87.			1887-88.		
	Reserve.	Other.	Total.	Reserve.	Other.	Total.
October ...	1,31	9,41	10,72	1,51	8,87	10,38
November ...	89	9,42	10,31	1,71	8,85	10,56
December ...	58	10,09	10,67	83	9,47	10,30
January ...	1,03	10,96	11,99	1,59	11,63	13,22
February ...	77	11,24	12,01	1,43	11,79	13,22
March ...	51	12,68*	13,19	72	13,16*	13,88
April ...	69	10,38	11,07	1,43	10,70	12,12
May ...	95	9,75	10,70	1,00	10,81	11,81
June ...	1,25	10,78	12,03	1,05	12,45	13,50
July ...	1,07	10,26	11,33	3,65	11,76	15,41
August ...	2,09	9,74	11,83	2,80	10,48	13,28
September ...	1,88	8,90	10,78	2,30	10,48	12,78

12. I stop for a moment to note upon the apparent irregularity of these figures. They would seem at first sight to be subject to no particular law, but this circumstance arises out of two sets of transactions *only*, namely, the rate at which the Bills of the Secretary of State are paid, and the rate at which loan receipts are paid in. The following are, in lakhs, the transactions of each of the above 24 months, divided under three heads:—

1886 and 1887.	Council Bills.	Loans.	Other transactions.	Council Bills.	Loans.	Other transactions.
October ...	-38	+33	-86	-98	+43	+15
November ...	-1,14	+22	+51	-82	+7	+93
December ...	-1,42	-2	+1,80	-1,88	...	+1,62
January ...	-2,57	...	+3,89	1,95	...	+4,87
February ...	-1,77	...	+1,79	-2,05	...	+2,05
March ...	-2,27	...	+3,46	-2,26	...	+2,93
April ...	-2,72	+32	+28	-2,09	...	+32
May ...	-1,95	+51	+1,07	-2,28	...	+1,98
June ...	-1,58	+52	+2,38	-1,33	...	+3,02
July ...	-1,50	+67	+13	-1,56	+2,88	+59
August ...	-1,66	+2,49	-33	-1,33	+12	-92
September ...	-1,11	+49	-43	-1,03	...	+47

* The explanation of the especially high figure of March 31st lies in the circumstances of Bengal just mentioned.

13. Now it will be seen that although there is considerable irregularity under the first two heads (Secretary of State's Bills and Loans), there is no very great diversity (considering the vastness of our transactions) under the last or residuary head. In other words, if our balances were not affected by variety in the amount paid out on account of Secretary of State's Bills, and of the amounts paid in on account of loans, they would show, year after year, very much the same details of variation. The minimum period is, as I have already stated, the month of December. The large Revenue receipts of the next few months cause the balance to increase considerably up till June, notwithstanding that this is the heavy period of the Secretary of State's drawings. After remaining stationary for a month or two, the balance runs down very rapidly in September, October, and November, in which months the amount of revenue received is very small. It is during, or about, these latter months, that we usually arrange to receive the money we raise by debt, partly because they are the months in which the money market finds it easiest to supply our demand, and partly because it is the time when the money most conveniently reaches us, with reference to Treasury requirements; that is, it comes in, not in supplement of a large balance already held, but so as to prevent our balances falling too low for our necessities.

14. The amount of the loan is carefully calculated beforehand, upon a forecast of the monthly balances, so as to give in the amount necessary to tide over December with our minimum of eight crores or a little more. If we do not, as a matter of fact, get down to that figure, or nearly so, it is usually because the Secretary of State has not succeeded in placing his bills to the extent he hoped. The remittance of 15 millions sterling to England is a very large and important operation, in which it is necessary to allow a *very* considerable amount of latitude, and it will be grievous mismanagement if, when the Secretary of State was finding a market for his Bills, we were obliged to tell him that our balances were so weak that he must reduce his drawings. We must, therefore, be careful not to underestimate his demands; or in other words, we not unfrequently find that his drawings are a crore or two behind our estimates, and that, in consequence, we are, as a matter of fact, left in December, with a balance of crore or two, in excess of the minimum down to which we can work.

15. Reverting now to the figures given in paragraph 11 above, I think it will be admitted that the Bombay Chamber of Commerce state the problem wrongly when they describe the Government Balances in their letter of 9th August, 1888, as $10\frac{1}{2}$ to $13\frac{1}{2}$ crores of "large unemployed balances," and enquire whether "this enormous amount of money could not be made available for the purposes of trade." I have shown that of this amount about 10 crores cannot in any sense be described as lying idle, but is actually required to support the treasury business of the country. I shall presently examine the question whether the amount can be ever described as "unavailable for the purposes of trade," but as the Chamber's reference was mainly to trade at the Presidency towns, it is sufficient to point out at present that the only amount that can be made available for such purposes is the amount lying in the reserve treasuries, which, except immediately after the receipt of loans, rarely exceeds 200 lakhs, and is ordinarily considerably less than that figure. The

money in the "Central Treasuries" (paragraph 5) cannot be made available at Presidency towns, as, if it is kept in the Central Treasuries, it is so kept on the ground that it is likely to be required up-country, and it would never be worth while to send it on a journey of some hundreds of miles only to be sent back again, after a short time. Besides, as will presently be mentioned, many of these Central Treasuries are at Branches of Presidency Banks, so that the Banks already have the employment of the money so long as it is not required for Treasury purposes.

16. The question raised by the Chamber is, therefore, narrowed to the question whether Government should lend out, for commercial purposes, the balances held in the Reserve Treasuries at the Presidency towns. And if I rightly understand their letter of October 4th, this is the form to which their proposal is actually reduced; namely, that during the months of March, April, and May, the balances which are so held might be lent out for commercial use. I do not consider it necessary or desirable that I should in this place enter upon any discussion of this question; it will receive the full consideration due to a proposal emanating from such a body as the Bombay Chamber of Commerce. The object of my paper is merely to remove the misconceptions which seem to me to have hitherto surrounded the subject, to set forth in a clear light what is possible and what is not possible, and to define more accurately the issue which arises out of the present correspondence.

17. I come back now to the question of our 10 crores of actual working balance. Are the Chamber of Commerce right in describing this balance as "unemployed," and as "not available for the purposes of trade?" I am afraid I must directly traverse this statement.

18. In the first place, a very considerable share of the 10 crores is placed directly at the disposal of trade through the system of Presidency Banks. The actual statistics show that during the last two years the amount of Public Deposits in the Presidency Banks and their Branches has fluctuated between 262 lakhs and 390 lakhs, and this is almost entirely supplied out of our ten crores of Cash Balances. At the three Head Offices the Government Balances have not, since December 1885, been below 130 lakhs, and they have often been much higher than 150.

19. Of the District Treasuries, the largest and most important are at the places where there are Bank Agencies, and at these places the whole of the Government Balances are made available for trade through the agency of the Banks. Nor is there any limit to the amount of balances which may be thus placed except that which is imposed by the action of the Banks themselves. That is, whenever any of the Presidency Banks finds it worth its while to establish an agency at any place where there is a District Treasury, the balance at the District Treasury would almost, as a matter of course, be made over to its custody. In other words, wherever there is trade sufficient to avail itself, under the Presidency Banks system, of the local Government Balance, there the Local Government Balance is placed at the disposal of the trade.

20. Another method by which the Government Balances are made available for purposes of trade is, that they are by the officers of the Government made available for purposes of remittance. Indeed, it is

not too much to say that the whole of the system of inland trade remittance is supported by and carried on through the Government Balances. Of the extent to which this is done I believe few persons have any cognisance, and I therefore attach a report of my own, written in 1883, in which the subject is generally reviewed. As I am writing mainly with reference to the representations of the Bombay Chamber of Commerce, I may take the opportunity of adding, by way of completing the subject, that a very important series of remittances—those connected with the financing of the Bombay cotton trade—is carried on through the Berar Treasuries, but is not noted in the enclosed paper, as these Treasuries lie outside the system of Government Treasuries proper.

21. I trust that, the explanations I have given will cause the Chamber of Commerce to change its opinion about the 10 or 13 crores of money which they have hitherto considered to be lying idle, so far as the needs of trade are concerned. We may fairly claim that we do—perhaps not all we might do, but still—a very great deal towards making our balances available for the purposes of commerce. Their first purpose, it must be remembered, is that of supporting the actual treasury transactions of the Government, and we do our best, consistently with the primary purpose, towards making them facilitate the commercial transactions of the country.

22. Before I conclude this paper I would make a few remarks upon an accusation which I have over and over again seen brought against us, of manipulating our Presidency Bank Balances with the view of forcing a demand for Council Bills. Having had the direct management of these matters for five years, I can say that, though the statement was repeatedly made during that time, it was in no instance true. In the first place, I do not believe that any such manipulation would, in the long run, succeed. We have it, indeed, in our power to tighten money by ordering large withdrawals to reserve, but as the money will have to go back sooner or later, we shall lose as much advantage when we return it, as we have gained by withdrawing it. In the second place, I have a great belief in the mischievousness of all artificial manipulations of the balances available for trade, that is, any variations which are not the direct outcome of trade

* On this ground I disagree in the Bank of Bombay's proposal that we should receive loan money only on the days fixed for the instalments. The duty of Government is to make the operation as elastic as possible, and to leave to ordinary trade channels the adjustment of the Government demand to the conditions of the market. I feel sure that the Bank's suggestion would not be acceptable to those who finance our loans. Nor is it in conformity with the usual practice in rising capital in London.

action I believe to be directly dangerous.* Why it should be imagined that a state of things which is dangerous or inconvenient to trade is profitable to Government, I fail to perceive. My endeavour has therefore always been to keep the Government Balances at the Bank at as nearly one level as possible. The action of Government is usually confined to feeding the Bank with money to meet the local demands on the Government account, and my action in the matter in question has usually been directed towards feeding it so as on the whole to preserve, at as steady a level as possible, the balance at the credit of the Government account.

23. The real explanation of the features which give rise to the accusation, is almost amusing in the proof it affords of the way in which evidence may be twisted from its real bearing. Just before the Bank's statement has been published we have received, say, forty lakhs of opium revenue ; for the financing of the opium trade in Calcutta, accumulated as it is towards one short part of each month, causes nearly every month a violent fluctuation of this kind in the Government Balance, and any attempt to level down the fluctuation thus caused would give a violent wrench to the market under the appearance of maintaining a uniform level. There is, however, an active demand for Bills ; perhaps forty lakhs come out in one mail, and are paid by the Bank of Bengal ; the obvious result is that unless other transactions compensate for this withdrawal the "Public Deposits" are reduced by forty lakhs. The next weekly account of the Bank appears and it is immediately asserted that "Government has withdrawn 40 lakhs," and Government is severely condemned for withdrawing so large a sum from a market hungry for money. The truth, however, it will be seen, is exactly the opposite. The forty lakhs which came in one way have now passed out in another way from the balance of the Government to feed the demands of the market, and the reduction in the Government Balance is a sign that the money market is being relieved by the regular course of transactions, and not that it is being tightened. I have once or twice given this simple explanation in the public press, but without much avail, for I find that Government is still occasionally charged with "withdrawing its balances," when all it has done is that it has been paying out money in satisfaction of the bills drawn by the Secretary of State in favour of merchants and bankers in India.

20th November, 1888.

J. WESTLAND.

Extract (paragraphs 17 to 38) from a letter from the Comptroller General, to the Secretary to the Government of India, Department of Finance and Commerce.—No. 343, dated 11th May, 1883.

Movement of Funds.

17. The movements of funds are divided into two classes. Calcutta and Bombay are, for Government as well as for the commercial community, the monetary centres of the Empire. We have to gather to these two places the surplus revenues of India, wherewith to meet, in the form of Council Bills, the deficit on the English account ; the merchants have, on the other hand, to receive there, in the form of payment of their Council Bills, the payment of their exports to Europe, and have to make their remittances from Calcutta and Bombay to the interior to pay for the produce they have brought down for export.

18. These movements to a very large extent fit in with each other ; and as the Government gathers its funds first from treasuries to provincial centres, and then from provincial centres to Calcutta and Bombay, it makes its operations fit in with the remittances of commerce which are all the other way. And both in the great movement towards the ports of Calcutta and Bombay, and in the local movements, which are either subsidiary to the first, or have for their object the balancing of local deficit treasuries against local surplus

treasuries, the amount of specie remittance is comparatively insignificant, and the whole of the enormous business of Government is carried on at a cost, as regards remittance, which is very small indeed. The figures of 1881-82 show the cost of specie remittance as Rs. 2,58,000, of which Rs. 1,20,000 was recovered by premium charged on bills issued.

19. In the following paragraphs I have traced the course of the remittance operations with special reference to the above remarks, first tracing the subordinate operations in each of the provinces, and then taking up the question as regards the two centres of the trade.

20. *India*.—The India treasuries must be taken in groups, each of which is quite differently circumstanced.

The first group consists of Ajmere and Sambhur, which accumulate large funds both from the Rajputana Railway and as salt revenue, and the accumulations have to be periodically removed in notes and in specie. From these treasuries during the year the North-Western Provinces received 45 lakhs and the Punjab received 19; and, besides these, 16 were cleared out towards Bombay.

21. The next group contains Gwalior, Indore, and Bhopal—treasuries in Central India, which for the most part require supplies for their expenditure. Part of this is met by remittances from Allahabad and Bombay of Currency Notes; but specie has also to be sent to Gwalior from the North-Western Provinces and to Indore from the Bombay treasuries. These are treasuries of military expenditure; but a large part of what is issued in expenditure comes back to the treasury in the form of payments for bills on other Governments with which the local trade pays for its supplies. Quetta is a treasury of the same class also, but does not require large supplies in cash, as a good deal can be made available by note remittances and especially by drawing Bills upon the Bombay and up-country treasuries. Quetta drew upon Bombay for 15 lakhs and on Karachi for 13 in the course of the year. Hyderabad, in another part of India, supplies itself mostly by drawing bills, its trade being both with the Calcutta and the Bombay side. Hyderabad drew for 14 lakhs on Bombay during 1882; on the other hand it supplied it with 6 lakhs of coin; in fact, the double currency at Hyderabad renders it necessary sometimes to make remittances both ways at the same time, and the exchange is sometimes so adverse that it becomes cheaper to remit by coin than to draw bills.

22. Another treasury of the India group is Coorg, which is now in the hands of the Bank of Madras: it is a surplus treasury which has now and then a lakh of rupees to spare, and the Bank of Madras takes the money, giving credit at Madras and Calcutta.

23. The *Central Provinces* had little money to spare during the year, as the surplus at the district treasuries was drawn away to Nagpore for military and railway expenditure, to Hoshungabad for expenditure in the Bhopal Railway, and to Jubbulpore for military and other expenditure. Five lakhs of specie, accumulated at Sambalpore, were sent *via* Cuttack to Calcutta, and another two lakhs were drawn by bills on Nagpore to Calcutta.

24. *Burmah*.—The surplus funds in the province were gathered towards Rangoon, Moulmein, and Akyab, 27 lakhs being brought in

in specie, 3 in notes, and about 17 from Bassein in bills. These amounts, and the surpluses locally accruing, were transferred to Calcutta, chiefly by operations through the Bank of Bengal, which took over 85 lakhs for local trade, but partly also in specie, as Akyab was found at the end of the season with seven or eight lakhs more funds than either it required or the Bank could take over.

25. *Assam*.—The chief transactions affecting Assam are the drawing on Assam treasuries for the tea industry, and the remittance made to meet the excess of bills over surplus funds. During the year about 44 lakhs were drawn chiefly on this account, and the transactions may be roughly shown as follows :—

Drawn from Assam by bills	...	...	...	...	...	44
Remitted from Assam in Currency Notes	...	...	...	...	...	14
						58
Supplied to Assam by bills drawn by Sylhet and other treasuries	...	...	...	...	...	10
In specie from Bengal treasuries	...	...	...	...	...	17
						27

The items of 14 and 10 lakhs pass directly upon the India account but the other two pass on the Bengal account.

26. *Bengal*.—Bengal reports the following figures as showing the transactions between the interior and Calcutta :—

Surplus brought to Reserve Treasury, Calcutta—		
Specie	...	102
Currency Notes	...	157
Transferred through Bank of Bengal from Dacca	...	29
By supply bill on treasuries, chiefly Chittagong and Backerganj	...	15
ADD—		
Specie sent from Eastern Districts to Assam, and thence transferred to Calcutta by drawings	...	17
Total Brought Calcutta-wards	...	320
DEDUCT—		
Notes sent from Calcutta to treasuries	...	21
Net	...	299

27. Bengal received 27 lakhs from Assam by drawing on it for 44, while it supplied only 17, and it also received 20 lakhs from the North-Western Provinces in specie in aid of its opium payments. On the other hand, it transferred 784 lakhs, from its Bank account to that of India, besides the 259 (i.e., 102+157) it supplied to the Reserve Treasury, as already noticed.

28. The opium payments made from Behar treasuries amounted to 104 lakhs, of which, as already said, 20 were brought from the North-Western Provinces, 20 supplied from other Bengal treasuries, and the rest paid from the funds of the Behar treasuries.

29. *North-Western Provinces*.—The transactions affecting the North-Western Provinces are chiefly the removal of surplus funds to Calcutta by drawing on the treasuries in favour of the Banks and traders, who want the money locally. In this way 97 lakhs were drawn away through the Bank of Bengal; besides 20 lakhs of

Currency Notes remitted direct to Calcutta and 12 lakhs of specie (shroff marked coin) brought to the Calcutta Mint. In this connection also must be noted the transfers in the Currency Department of 30 lakhs in silver from first Allahabad to Calcutta, and of 20 lakhs from Allahabad to Bombay. The first was made in shroff-marked coin, intended for re-coinage; the last was made before the silver began to accumulate in Bombay.

30. Of remittances from and to adjacent treasuries outside the provinces, the North-Western Provinces received 38 lakhs in specie and 7 in notes from Ajmere and adjacent salt treasuries, and sent 15 to Gwalior and 20 to the Behar opium treasuries. Also, 10 lakhs in notes were sent to Gwalior, Indore, and Ajmere.

31. There have been considerable transactions in supply bills, both locally to draw to Allahabad, Agra, and Cawnpore, the funds at outlying treasuries, and on other provinces by Dehra Doon and Kumaon, which drew for 12 lakhs on India, Punjab, and Bombay.

32. *Punjab*.—In the Punjab we pass to a province which has to supply itself from the outside. We first of all supplied to its nearer treasuries, 12 lakhs of silver and 7 of notes from Ajmere and the salt districts, and 5 in silver from the North-Western Provinces; but on the Lahore side there is no want of coin, as we hold a large excess in the Currency Department, and 130 lakhs were made available by transfer (chiefly against Calcutta) through that Department. There were large bill transactions with other provinces, about 30 lakhs drawn and 22 paid, leaving 8 to the good. The specie remittances between treasuries in the Punjab are always very heavy, but the supply bill transactions (16 lakhs) and currency agency transfers (202 lakhs) show that large use is also made of cheaper means of supplying treasuries with funds.

33. *Madras*.—The Madras surplus is gathered towards Madras in four ways:—

- (1) The numerous branches of the Madras Bank take over the funds for local trade use, giving an equivalent at Madras: 260 lakhs were obtained in this way in 1882.
- (2) Supply bills, by which 11 lakhs were drawn;
- (3) and (4) Specie and note remittances, the figures of which were 126 and 59 lakhs, against 172 and 38 in 1881. So that, comparing the two years, notes had largely taken the place of specie in the latter year.

34. The exports from Madras which the local trade pays for by the moneys issued from the treasuries, it does not, as in the case of Calcutta and Bombay, obtain payment for by Council Bills on the principal port; it is found more convenient to get the Council Bills on Calcutta and Bombay, and to obtain the corresponding funds at Madras, by selling to the treasury at Madras, bills or transfers on Calcutta or Bombay. Thus, while Council Bills on Madras amounted to only 22 lakhs, 309 lakhs were paid to local banks and firms by the Madras treasury against receipts at Calcutta (217) and Bombay (92); and besides this, 55 lakhs in silver were shipped to the Bank of Bengal at Burma, which were paid for by an equivalent at Calcutta.

35. *Bombay*.—The Accountant-General transferred about 87 lakhs of surplus from the Gujrat Districts, and from Khandesh and Nasik

by transfer through the Bank of Bombay, and besides this there were Currency Note remittances from these treasuries. On the other hand, Poona, Sholapur, and Karachi took 49 lakhs of supplies from Bombay through Bank and Currency, besides 71 lakhs supplies to them from other treasuries. Aden, also, required 14 lakhs of supplies, which were effected mostly by bills.

The Mofussils treasuries in Bombay do not therefore bring in, on the whole, large supplies to the Presidency town.

26. Taking up the detail already stated, we find the following amounts to have been remitted towards Bombay and Calcutta :—

From India Treasuries	...	...	...	...	Bombay. Lakhs	16
„ Central Provinces	...	...	...	5	„	...
„ Burma	...	...	...	92	„	...
„ A-sam	...	...	...	4	„	...
„ Bengal	...	...	...	1,043	„	...
„ North-Western Provinces	...	...	...	129	„	20
„ Madras	...	...	...	272	„	92
„ Treasuries in the interior of Bombay	...	...	...	...	„	30
about	...	...	...	...	„	30
				1,545	„	158
Deduct supplies to Punjab, and bills drawn					„	23
by Quetta and Hyderabad	...	...	...	120	„	23
Net	...	...	...	1,425	„	135

37. Besides this 1,560 lakhs, we have the revenues which are received directly by India and Bombay, respectively, at the two principal cities. The direct revenues at Calcutta are almost confined to those of the East Indian and Eastern Bengal Railways (about 300 lakhs), the Opium and Customs Revenue being reckoned as Bengal Revenue. The direct revenues of Bombay are—

The two local Guaranteed Railways about	...	...	...	200
The Opium Revenue...	...	...	...	220
Customs, Salt, Excise, &c., say	...	...	...	100
Total	...	...	...	520

38. Thus the general resources of the Government amounted to about 1,725 lakhs in Calcutta and 655 in Bombay, to meet both the Council Bills and the Local Expenditure. The annual demand for Council Bills may be stated at 1,300 in Calcutta and 750 in Bombay ; so that we have to remit some of the surplus of Calcutta to meet the drawings on Bombay. As a matter of fact, however, drawings between Bombay and Calcutta are going on both ways all the year round, as the Banks have to correct, by these local remittances the distribution they have made between Calcutta and Bombay or their demand for Council Bills in London.

39. The transactions between Calcutta and Bombay during the year are measured by the following figures :—

	Bills.	Bank transfers.	Currency transfers.	
Receipts of Bombay	...	195	150	345
„ of Calcutta	28	35	2	65

giving a net remittance to Bombay of 280 lakhs, and altering the distribution of the resources from 1,725 and 655 to 1,445 and 935.

APPENDIX P.

THE TANSA WATER WORKS LOAN.

No. 1111 of 1888-89.

MUNICIPAL CORPORATION OFFICE,
BOMBAY, 19th May 1888.

From Captain Sir HENRY MORLAND, Kt., H. M. I. M., Chairman of Committee of the Corporation on the question of the Tansa Water Works Loan; to JOHN MARSHALL, Esq., Secretary to the Chamber of Commerce.

SIR,—In accordance with the terms of a resolution passed by a Committee of the Municipal Corporation on the 7th instant, I have the honour to forward herewith certain correspondence which has passed between the Municipality and Government on the subject of the raising of the funds required for carrying out the Tansa Water Works; and I have to request that the Corporation may be favoured with the opinion of the Chamber of Commerce on the points embodied in para. 10 of this letter.

2. The necessity for embarking on the Tansa, or some equally large scheme of water supply for Bombay, was, as the Chamber is aware, discussed for many years, and the Government of Bombay more than once called the attention of the Municipality to the desirability of largely augmenting the existing sources of water supply. The Corporation whilst recognizing and admitting the desirability of proceeding in the matter, drew attention to the claims which they had on Government for assistance, especially, as the work is an exceptional one, affecting interests other than those merely of the Municipality and the city of Bombay.

3. In his letter to the Corporation regarding the adoption of the Tansa scheme, as now in course of construction, No. 9008, dated 13th October 1885, Mr. Ollivant, the Municipal Commissioner, wrote:—

“It is questionable whether the Municipality would be able to obtain on terms at all suited to their means the large sum required for the Tansa project except with the assistance of Government. I have made a representation to H. E. the Governor in Council on the subject, but I am not yet in a position to say what measure or manner of assistance the Government of Bombay or the Government of India would be willing or able to render. I venture to think that the Municipality have good grounds for asking for assistance, both in consideration of the restrictions at present imposed upon them in respect to borrowing, investment and repayment; and still more in consideration of the circumstances under which the need arises for the loan which is now contemplated. If Government would agree themselves to

advance the necessary funds at the rate of $4\frac{1}{2}$ per cent., this is the form of assistance which would be most beneficial to the interests of the Municipality. The annual sum then payable from the completion of the work to extinguish the debt, supposing the 17 million gallons scheme to be adopted, would be, according to the foregoing table, Rs. 5,95,988. But it is also a matter for consideration whether Government should not be asked and might not be induced to allow the remainder of the present Vehar debt to be extended over the same period as the new Tansa debt. As the Corporation are well aware, the present annual payment on account of the Vehar debt is Rs. 1,75,000, and, according to the Government decision with respect to the recent controversy on the subject, thirty such annual instalments remain to be paid before that debt will be extinguished. So at the end of the seven years above mentioned the Corporation would be paying this annual sum for twenty-three years in addition to the Tansa annual instalments, whilst for the remaining thirty-seven years of the Tansa debt they would be paying the latter instalments only. It seems to me fairer that the burden should be equalized over the whole period of sixty years, and this might be done by extending the term for the repayment of the balance of the Vehar debt, at the same rate of interest as at present, over the same period as the Tansa debt. As an illustration I may assume that the Tansa instalment is Rs. 5,95,988, as above calculated: for the first thirty years of this debt the burden on the Municipality in respect of their two great sources of water supply will be (Rs. 5,95,988 + Rs. 1,75,000) Rs. 7,70,988, whereas if the period of the two debts be equalized, the annual payment will be (Rs. 5,95,988 + Rs. 1,14,922) Rs. 7,10,910; in other words, the new burden actually imposed will be Rs. 5,35,910."

4. The Corporation sanctioned the scheme thus advocated by Mr. Ollivant, on the 19th November 1885, on the following terms:—

"1. That the sanction of the Corporation be hereby accorded to the Tansa water scheme for a daily supply of 17 million gallons, and at a cost of Rs. 1,23,00,000, as recommended by the Municipal Commissioner in his report on the Tansa water supply project now before the Corporation, and dated 13th October 1885."

"That the Municipal Commissioner be requested to solicit the sanction of Government for raising a loan of Rs. 1,23,00,000 for the above purpose, and that that officer be also requested to convey to Government the earnest hope of the Corporation that, if possible, the capital required for this very important public purpose may be advanced by Government on the most favourable terms which it may be in the power of Government to grant."

"That the Municipal Commissioner be also instructed to apply to Government to lengthen the time of the repayment of the remaining portion of the Vehar debt at the same rate of interest as at present, so that it may extend over the period during which the Tansa debt is to run, as recommended by Mr. Ollivant in his report now before the Corporation without prejudice to the claim of the Corporation in regard to the Vehar Water Works Debt."

5. In letter No. 8 (Home Department) of the 2nd February 1886, the Government of India informed the Bombay Government that the

Governor General in Council was unable to accept the recommendation made by the local Government on behalf of the Municipality. His Excellency in Council fully recognized the great benefits to be anticipated from a scheme such as the one proposed, but added that the resources at the disposal of the Government of India were not sufficient to permit of the grant of a loan, and it has been their policy for some time past to refuse to make loans to local bodies unless under very exceptional circumstances. The Governor General was advised that the existing law did not impose any obligation on the Corporation to borrow money from the Government of India, or on that Government to lend money to the Corporation, but that it was open to the latter to borrow the necessary funds under the provisions of Act XL of 1879 (the Local authorities Loan Act), provided that the rules framed under that Act were duly observed. In the event of the Corporation deciding to borrow the money in the open market, and to repay the loan partly by an enhancement of the Town Duties, the Bombay Government would, doubtless, provide against any such enhancement operating as a tax on through trade, or involving a re-imposition of custom duties abolished by the Supreme Government. The Government of India was aware that His Excellency the Governor of Bombay in Council was fully alive to the desirability of placing the administration of octroi at Bombay and elsewhere throughout the Bombay Presidency on a satisfactory footing, and the Governor General in Council was, therefore, quite satisfied to leave this matter to be considered and dealt with by the Local Government.

The Bombay Government's Resolution on this (No. 561, dated 12th February 1886) was as follows:—"Copy of the letter from the Government of India should be forwarded to the Municipal Commissioner for the City of Bombay for information with reference to the correspondence ending with his letter No. 13391, dated 19th ultimo.

"2. Under the orders now received, it is open to the Municipal Commissioner to apply to Government for permission to raise the loan in the open market in accordance with the rules under the Local Authorities Loan Act, 1879, published in Government Notification No. 3091, dated 22nd August 1883.—J. MONTEATH, Under-Secretary to Government."

6. Soon after the receipt of this Resolution the Town Council (24th February 1886) recommended the Corporation to make a further representation to the Government of India, and, if necessary, to the Secretary of State, with a view to induce the Government of India either to raise or guarantee the loan required. At the same time it was suggested that the Government of India should be respectfully informed of this intention, and that the attention of the Government of India should be called to the fact that no answer had as yet been given to the request of the Corporation as to the extension of the period for the repayment of the remainder of the Vehar debt. The Corporation acted on these suggestions of the Town Council, and on 5th April 1886 "believing it to be most important to the interests of the city that the Government of India should lend its assistance in raising or guaranteeing the loan required for the carrying out of the Tansa scheme for increasing the water supply of the city, decides to make a fresh representation * * * to the Government of India, and, if necessary, application to the Secretary of State for India." A Committee of

the Corporation was appointed to draw up a memorial, and at their meeting held on the 26th May following, the memorial, which set forth the claims of the Municipality and asked the Government of India either to raise or guarantee the loan (see printed appendix) was adopted.

7. The reply to this memorial from Simla, dated 27th September following, was as under :—

“No. 3701 OF 1886.

“GENERAL DEPARTMENT,

“BOMBAY CASTLE, 19th October 1886.

“To the CHAIRMAN of the MUNICIPAL CORPORATION, Bombay.

“SIR—With reference to your letter No. 286, dated 28th May last, forwarding a memorial to the address of the Government of India from the Municipal Corporation of Bombay, praying for a modification of the orders on the subject of the loan required by the Corporation for the Tansa water supply scheme, I am directed to forward herewith copy of a letter No. 134, dated 27th ultimo, containing the orders of the Government of India on the memorial.—I have, &c.,

“J. DE C. ATKINS,

“Acting Under-Secretary to Government.”

“No. 134.

“HOME DEPARTMENT.

“Municipalities.

“SIMLA, 27th September 1886.

“From A. P. MacDONNELL, Esq., C.S., Officiating Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT OF BOMBAY.

“SIR,—I am directed to acknowledge the receipt of your letter No. 2213, dated the 22nd June 1886, forwarding a memorial from the Municipal Corporation of the City of Bombay, in which a modification is asked for of previous orders, declining

“(1) to advance from Imperial Revenues a loan of 123 lakhs of rupees for providing an increased supply of water in Bombay ;

“(2) to extend the period of the repayment of the balance due to Government on account of the loan granted for the Vehar Water Works so as to correspond with the period for the repayment of the present proposed loan.

“The Government of Bombay recommends that the Corporation be empowered to raise the loan under the guarantee of Government, and that the period for the repayment of the Vehar Water Works debt be extended.

“2. In reply, I am directed to say that, as observed in my letter No. 8, dated the 2nd February 1886, the resources at the disposal of

Government are not sufficient to permit the grant of a loan, and that in view of the many objections to a State guarantee of a loan to be raised by the Corporation, the Government of India is unable to comply with the request for such a guarantee.

"The Governor General in Council, however, is willing, in consideration of the difficulties which, no doubt, attend the raising of a loan by the Corporation in the open market without a guarantee from the State, so far to assist it as to extend the term for the repayment of the Vehar Water Works loan as requested.

"3. The Corporation observes that if it is obliged to raise the money required in the open market, it will be essential that some legislative action be taken to free the hands of the Corporation in the matter of repayment by according to it not only as large a measure of freedom in this matter as is enjoyed by the Municipality of Calcutta, but also by leaving it completely unfettered as to the choice of the market in which, and the conditions on which, the loan is raised. On this point, I am to say that, although the Governor General in Council cannot, having regard to the express orders of Her Majesty's Secretary of State, consent to the loan being raised elsewhere than in India, His Excellency in Council is willing to assist the Corporation by giving to it such reasonable latitude in the matter of raising loans as is given to the Calcutta Corporation, if there should be any real difference in the two cases. I am to request that the restrictions which the Municipality desires to have removed may be specified in view to the necessary action being taken for their removal.—I have, &c.,

"A. P. MACDONNELL,

"Offg. Secretary to the Government of India."

8. Meantime, on the 9th June the Town Council received the following letter from the Municipal Commissioner :—

"THE SECRETARY, TOWN COUNCIL.

"SIR,—I have the honour to report that, on the 1st instant, I received from Government intimation that the sanction of the Government of India had been obtained by telegraph to the raising of 17 lakhs in the market on account of the Tansa Loan as applied for under the Town Council's Resolution No. 1902 of the 25th February 1886.

"2. Immediately on receipt of the Government Resolution, I took steps to borrow such portion of this amount as would suffice for present wants, and I am happy to inform the Town Council that I have succeeded in obtaining ten lakhs at par for sixty years at 5 per cent. I do not propose to borrow any further sum for some months to come unless an opportunity should present itself for securing terms still more favourable to the Municipality.

9. The remaining seven lakhs here referred to were taken up in the following August and up to the present time forty-seven lakhs altogether, out of the 123 lakhs have been so taken. The bonds for these, to run, for the period of sixty years, have, for the most part, been sealed and delivered to the owners, and are now in the market. It was understood from the first, that the period for the whole crore and a quarter was to be sixty years; and the application for permission to raise the first instalments (17 lakhs and 30 lakhs) published

in the Government Gazette stated distinctly, that the full instalment, required yearly for the payment of interest and Sinking Fund of a loan of 123 lakhs, at 5 per cent., to run for the period of sixty years amounts to Rs. 6,49,786. But on the 16th of last month, a communication was received by the Acting Municipal Commissioner from the Government of Bombay intimating that for the future, loans are to be repaid in forty years ; as detailed in the following correspondence :—

“ No. 1231 of 1888-89.

“ BOMBAY, 19th April 1888.

“ To the CHAIRMAN, MUNICIPAL CORPORATION.

“ SIR,—I have the honour to report for the information of the Corporation that the Government of India have refused to sanction the issue by the Municipality of any mere debentures with a term of 60 years, and have ordered that no sum is to be borrowed in future for a longer time than 40 years.

“ This decision will materially affect the Budget provision for ordinary loans, and in the case of the Tansa loan of 123 lakhs, will raise the final provision of Interest and Sinking Fund from Rs. 6,49,000 to Rs. 6,92,000, thereby requiring the Corporation to provide an additional sum of Rs. 45,000 annually from 1893 when the full provision of Interest and Sinking Fund has to be made.

“ The Government of India's decision does not, of course, affect the forty-seven lakhs, already raised for the Tansa Works with their sanction in the years 1886-87 and 1887-88, otherwise the additional Sinking Fund required for the Tansa Loan would be much greater. The decision, however, does apply to the loan of 12 lakhs for the Queen's Road and Girgaum Drainage and for laying water mains in Frere Road, and also to the loan to be raised for the capital works to be carried out in the current year.

“ The general effect of the decision is to raise the annual provision necessary for Sinking Fund from about $\frac{1}{2}$ of a rupee per cent., the sum required for a 60 year loan, to $\frac{2}{3}$ per cent. per annum for a 40 year loan.

“ I enclose copies of Government Resolutions No. 873 of 16th March 1888, and No. 1057 of 5th April 1888 (General Department), and also of my letters to Government No. 16153 and No. 153, dated 4th February and 6th April 1888, respectively, in which I gave reasons in favour of 60 year loans.—I have, &c.,

“ F. L. CHARLES,

“ Actg. Municipal Commissioner for the City of Bombay.”

“ No. 873.

“ GENERAL DEPARTMENT,

“ BOMBAY CASTLE, 16th March 1888.

“ Letter from the Secretary to the Government of India, Home Department, Municipalities, No. 9, dated 30th January 1888.

“ I am directed to acknowledge the receipt of your letter No. 3522, dated the 23rd November 1887, submitting an application under the provisions of the Local Authorities Loan Act from the Municipal

Commissioner for the City of Bombay, for permission to raise a loan of 12 lakhs for drainage and other sanitary works in in that city.

"The loan is required for a period not exceeding sixty years, and it is proposed to raise it in two instalments of Rs. 6,00,000, each bearing interest at 5 per cent. The instalments required to meet the Interest and Sinking Fund amount to Rs. 63,500, which sum will be annually included in the Budget of the Municipality."

"2. In reply, I am to say that, unless there are special reasons for the longer period proposed, the Government of India would prefer that the terms of the loan should be so arranged as to secure its repayment in forty years. If, in the opinion of the Governor in Council, there are no special reasons in this case for extending the period beyond forty years, the Government of India sanctions the loan being raised subject to its repayment within that period by means of a Sinking Fund."

"Letter from the Municipal Commissioner for the City of Bombay, No. 16153, dated 4th February 1888.—Furnishing with reference to Government Memorandum No. 383, dated 3rd idem, the reasons for raising the loan for a period not exceeding sixty years.

"Telegram from the Government of India, Home Department, dated 10th March 1888 :—

"Your letter 11th ultimo. Government of India regrets inability to sanction extension of period for repayment of loan of 12 lakhs required by Bombay Municipality. Letter explaining reasons follows shortly."

"RESOLUTION.—Copies of the letter from the Government of India, No. 9, dated 30th January last, and of their telegram, dated the 10th inst., should be forwarded to the Municipal Commissioner for the City of Bombay for information, with reference to Government Resolution No. 3521, dated 23rd November 1887.

"2. The raising of the loan is sanctioned, subject to the condition that it should be repaid in forty years, as desired by the Government of India.

"J. DE C. ATKINS,
Under-Secretary to Government."

"No. 1057.

"GENERAL DEPARTMENT,
BOMBAY CASTLE, 5th April 1888.

"Letter from the Secretary to the Government of India, Home Department (Municipalities), No. 42, dated 24th March 1888.

"I am directed to acknowledge the receipt of your letter No. 442 dated 11th ultimo, forwarding a letter from the Municipal Commissioner for the City of Bombay, in which the following reasons are urged in favour of the original proposal that the loan of 12 lakhs required for drainage and other sanitary works in that city should be repaid in a period not exceeding 60 years—

"(1) that many members of the Corporation are of opinion

that the period should be 100 years, so as to spread the burden over three generations ;

- " (2) that, as the Resolution authorising the loan mentions 60 years, a fresh sanction would be required to alter the period ;
- " (3) that, with one exception, the investors in the Tansa works loan preferred the longer term ; and
- " (4) that the extra cost of this generation of providing a sinking fund for 12 lakhs repayable in 40 years, would be about Rs. 7,000 per annum more than that required if the repayment were spread over 60 years, and that as the Corporation have decided to provide all new permanent works out of loan, and as annual expenditure of not less than 5 lakhs will be necessary for ordinary public works, not counting special schemes for completing drainage, &c., the additional provision for a sinking fund would in a few years amount to a very large item and would disarrange the Budget.

" For these reasons the Bombay Government expresses the hope that the Government of India will be pleased to sanction the period of the loan for the longer term proposed.

" 2. In reply, I am to say that it appears to the Government of India essential that the terms of such loans should be so regulated that they do not throw forward too much of the burden on future generations. The popularity of a long investment is doubtless acceptable to the public in view of the expectation that, as time advances, five per cent. may be a high rate of interest. But, as the Municipality may reasonably hope then to be able to borrow at a cheaper rate, the guarantee of interest at five per cent. for a longer period than is necessary would, for this very reason, be prejudicial to its interests.

" 3. The Secretary of State, in recently sanctioning the advance of money for the dock works at Calcutta and Bombay, insisted upon a sinking fund of one per cent., and it cannot be said that the sanitary measures for which the present loan is required will be of a more permanent character than the Prince's Docks, in respect of which the Secretary of State made this condition. A sinking fund of one per cent. will pay off a loan in—

41 years if improved at 4 per cent.			
38½	do.	4½	do.
37	do.	5	do.

and the Governor General in Council is of opinion that, if the present generation are unwilling to pay so much as one per cent. towards a sinking fund, it is hardly justified in undertaking expenditure at the burden of its remote successors, or in assuming that these successors will not have sufficient similar burdens of their own.

" 4. The Government of Bombay has not given definite expression to its own opinion as to the term of years in which the loan should be repaid ; but, for the reasons given in two preceding paragraphs, the Governor General in Council would prefer to maintain the previous decision that the repayment of the loan should not extend beyond a period of 40 years."

"RESOLUTION.—A copy of the letter from the Government of India should be forwarded to the Municipal Commissioner for the City of Bombay for information in continuation of Government Resolution No. 873, dated 16th March 1888.

"E. LAWRENCE,
"Acting Under-Secretary to Government."

"No. 16153 of 1887-88.

"BOMBAY, 4th February 1888.

"To the CHIEF SECRETARY to GOVERNMENT, General Department.

"SIR,—In reply to your reference No. 383 of 3rd February 1888, I have the honour to state as follows :—

"2 The reasons in favour of the period of 60 years are—

"(a) The Corporation during this year considered the question of loan works, and many members were of opinion that the period should be 100 years, so as to spread the burden of works of permanent utility over three generations.

"Eventually 60 years was settled, that being the longest period allowed by the new Municipal Bill.

"(b) The Corporation resolution authorising this loan mentions 60 years.

"A fresh sanction would be required to alter the period.

"(c) Out of the 30 lakhs borrowed this year for the Tansa works the lenders were offered the option of shorter periods.

"Only two lakhs were taken by one investor for 40 years, the remaining investors preferring to lend their 28 lakhs for the longer term.

"This proves what the public demand is, *viz.*, that a long investment is preferred, and the popularity of this Municipal paper is shown by the rate of five per cent., Tansa bonds being now 105.

"It is very important that the Municipality should continue to have the advantage of favourable rates by providing an investment acceptable to the public.

"It must be remembered that the phrase 'not exceeding 60 years' enables the Municipality to issue the bonds for 40 years or any lesser period, should the public wish it.

"(d) The extra cost to this generation of providing sinking fund for 12 lakhs repayable in 40 years, would be about Rs. 7,000 per annum more than that required for a 60 year loan, and as the Corporation have decided to provide all new permanent works out of loan, and an annual expenditure of not less than five lakhs will be necessary for ordinary public works not counting special schemes for completing drainage, &c. The additional provision for Sinking Fund would in a few years amount to a very large item and would disarrange the Budget.

- "3. For the above reasons, I trust that the condition 'for a period not exceeding 60 years' may be allowed to remain.—I have, &c.,

"F. L. CHARLES,
"Acting Municipal Commissioner."

"No. 153 of 1888-89.

BOMBAY, 6th April 1888.

"To the CHIEF SECRETARY to GOVERNMENT, General Department.

"SIR,—Before replying to your reference No. 1044, dated 3rd April 1888, General Department, which calls upon me to alter the calculations of the Tansa loan from 60 to 40 years, I have the honour to point out that, so far as I understand para. 3 of the Government of India letter No. 42, dated 24th March 1888, quoted in the preamble to Bombay Government Resolution, General Department, No. 1057, of 5th April 1888, the restriction of the loan periods to 40 years is only insisted on in the case of smaller works, *viz.*, the case under discussion was a loan of only 12 lakhs for various drains, laying water mains and other minor works.

"2. The Government of India themselves have already sanctioned the raising for 60 years of the first two instalments of the Tansa loan of 123 lakhs amounting in all to 47 lakhs as follows :—

"17 lakhs in 1886 *vide* Bombay Government Resolution No. 2102, dated 14th June 1886.

"30 lakhs in 1887, Bombay Government Resolution No. 2876, dated 21st September 1887.

"3. No objection was made to the period of 60 years entered in the applications for these instalments of the Tansa loan.

"4. Further, the term of 60 years was also agreed to by implication in respect of the Vehar Lake loan, *vide* Bombay Government Resolution No. 3701, dated 19th October 1886, and para. 2 of Government of India letter No. 134 of 27th September 1886, quoted therein. It thus appears plain that, in the case of the larger works, the Government of India have already in three successive instances sanctioned the period of 60 years, and I have the honour to urge that it would not appear to be consistent to allow the first 47 lakhs of the Tansa loan of 123 lakhs to be raised within a period of 60 years, but to restrict the remaining 76 lakhs to 40 years.

"5. It is of course impossible to recall the debentures already issued at 60 years, more specially as they were issued on the sanction of the Government of India.

"The sinking fund on them will therefore run as before at about $\frac{1}{2}$ of a rupee per cent. for 60 years. Whereas if the remaining 76 are to be issued with a Sinking Fund of one per cent., the Corporation will have to provide $\frac{3}{4}$ of a rupee per cent. more on seventy-six lakhs, than they anticipated when the Tansa scheme was sanctioned by them in 1885.

"This excess amounts to about Rs. 50,666 per annum. A very heavy charge in addition to the Rs. 6,49,787 already fixed as the necessary interest and instalment of the Tansa loan of 123 lakhs.

"6. An unlooked for addition of more than half a lakh of rupees

to the annual expenditure of the city is so large a sum that it cannot be met without an immediate increase in taxation, and the inevitable result will be an increase to the Town Duties lately reduced.

"7. In view of the great harm that will be caused by the reversal of calculations which have been accepted for several years past, and which have induced the Corporation both to reduce Town Duties and to engage in considerable other works for the sanitary improvement of the city, I earnestly hope that in the case of the remaining 76 lakhs of the Tansa loan at any rate, the period of 40 years may not be insisted on.

"8. I return the application received with your letter No. 1044 of 3rd April 1888, in the hope that, with this explanation before them, Government may see fit to press the Government of India for the required sanction for the Tansa loan.—I have, &c.,

"F. L. CHARLES,
"Acting Municipal Commissioner."

"No. 1044 OF 1888.

"GENERAL DEPARTMENT,
BOMBAY CASTLE, 3rd April 1888.

"Returned to the Municipal Commissioner for the City of Bombay with a request that, as the Government of India object to the extension of the term of the repayment of loans from 40 to 60 years, the necessary modifications may be made in the accompaniments to his letter No. 16386, dated 9th February 1888.

"J. NUGENT,
"Chief Secretary to Government."

10. I am desired by the Committee to refer the papers included in the last paragraph for the favour of the opinion of the Chamber of Commerce on the following points :—

1. As to whether from a public point of view it will be convenient for future investors that the balance of 76 lakhs of the Tansa Water Works loan of 123 lakhs should be limited to a period of 40 years, having regard to the fact that 47 lakhs of the loan have already been taken up for the longer period of 60 years.
2. Having regard to the magnitude and permanence of the Tansa Water and the Drainage Works, on which latter a very large outlay has yet to be incurred, is it not the opinion of the Chamber that the period of the loan should be for 60 years, observing that in the new Municipal Bill it is proposed that the duration of loans shall be limited to that period?
3. And further whether the Chamber conceive in the anticipation of the Government of India, that within a few years the Municipality will be able to raise money at a lower rate than five per cent., as advanced in para. 2 of the letter of the Government of India No. 42, Home Department, dated 24th March 1888.—I have, &c.,

HENRY MORLAND,
Chairman of the Committee.

To His Excellency the Right Honourable The EARL of DUFFERIN, K.P., G.C.B., G.C.M.G., Grand Master of the Most Exalted Order of the Star of India, P.C., F.R.S., D.C.L., &c., &c., Viceroy and Governor-General of India in Council.

The Memorial of the Municipal Corporation
of the City of Bombay.

RESPECTFULLY SHEWETH,—1. That, in order to insure a better supply of pure water to the City of Bombay, which supply is at present “confessedly inadequate”* for purposes of conservancy, to provide for the increased wants of a growing population,† and, also to be able to carry out those improvements in drainage and sanitation, the importance of which have been so often brought to the notice of the Corporation by Government, and the early prosecution of which has been expressly advocated by high Government authorities, your memorialists decided, after mature consideration, to proceed with the scheme of constructing an artificial lake at Tansa and bringing the water into Bombay, a distance of about 60 miles. The estimated cost of this work is 123 lakhs of rupees. Your memorialists requested their Municipal Commissioner to approach your Excellency’s Government with a prayer that the necessary loan might either be raised by the Government of India, or that your memorialists might be empowered to raise the money under the guarantee of that Government. A request was at the same time submitted that the repayment of the Vehar debt might be extended over a greater number of years.

2. Some of the considerations that led to this step being taken were : the magnitude and cost of the work itself, which raises it out of the category of a purely local one ; the fact that it is most desirable that the interest charges should be as small as possible, since heavy interest charges mean either increased burdens on the present and succeeding generations, or the starving of other works of most pressing import ; ‡ the action of the Government of India in raising, or guaranteeing loans for other Municipalities, or Public bodies ; the offer of the Government of Bombay § to assist this Municipality in a somewhat similar case ; the language of the existing law, which if it imposes no actual *obligation* on this Municipality of borrowing money from the Government of India seems, to your memorialists, clearly to lead to the belief that the Municipality should look to that Government in the first instance, and, lastly, the intimate connection that exists between the City and the Port of Bombay.

3. It was, therefore, with much concern that your petitioners received an answer in the negative to each of these prayers.¶ Your

* Para. 3, B.G.R., General Department, No. 1049, dated 29th March 1884.

† The population of Bombay increased from 645,000 in 1872 to 808,000 in 1883. An increase of 25 per cent. in 11 years.

‡ The difference between a Loan at 4½ per cent. and one at 5½ per cent. would amount to about 74 lakhs in the 66 years over which it is proposed to spread the repayment.

§ No. 1835, dated 16th June 1877, from the Secretary to Government, General Department.

¶ Government of India, Home Department, letter No. 8, dated 2nd February 1886.

” ” ” ” 32, dated 17th March 1886

Excellency's Government, however, at the same time expressing its full recognition of the "great benefits to be anticipated from a scheme such as "that proposed." Your memorialists are not aware for what reasons the concession asked for in reference to the repayment of the Vehar Debt could not be granted, and they trust that on reconsideration your Excellency in Council may feel able to modify your determination in this respect. The grounds on which the refusal of the Government of India in the matter of the Tansa Water Works Loan is based are, as your Memorialists understand them, three in number :—

- (a.) That it has been the policy of the Government of India for some years to refuse to make loans to local bodies unless under very exceptional circumstances.
- (b.) That the resources at the disposal of the Government of India are not sufficient to permit the grant of a loan for the purpose.
- (c.) That it is open to the Corporation to borrow the money in the open market.

4. With regard to the first of these reasons, your memorialists submit that, in the first place, it is scarcely just to consider the Municipality of Bombay a "Local" body in the same sense in which any inland municipality is one ; secondly, that very exceptional circumstances do exist, not merely in the case of the City of Bombay generally, but of the particular work in question ; and, thirdly, that the Government of India has itself granted loans to Municipalities where, so far as your memorialists are aware, no Imperial interests whatever were involved.

5. It cannot, your memorialists think, be said with justice of places like Calcutta, Karachi and Bombay, connected with ports of first class importance, and the two last of which are the natural base for the defence of India against foreign aggression, that their health, good government, or welfare are matters of purely local concern, in which the Empire is neither more nor less interested than it is in those of any great inland city. The Government of India have recently, and in the opinion of your memorialists most rightly, determined to raise the loans required by the Port Trusts of Calcutta and Bombay, and have it in contemplation to raise one for the port of Karachi. Now though it is undoubtedly possible to separate certain portions of the interests and business of these ports from those of the great cities that exist at them, and although it is unquestionably true that certain appliances and conveniences at ports are mere *immediately* subservient to Imperial needs than any connected with the city, it is no less certain that the general welfare of the ports and the cities are in reality indissolubly bound together ; that mismanagement, or want of appliances in either of them must assuredly prejudicially affect the interests of the other, and it appears to your memorialists that both have an equal and inseparable claim to expect that their affairs will be considered as of more than merely local importance.

6. The Tansa Water Scheme and the Drainage Scheme are so intimately connected that, at the present moment, there are portions of the drainage scheme which are completed, but which cannot be utilised, so far as house connections are concerned, because the supply

of water for flushing the drains is insufficient. Now, whilst it is admitted that on the one hand, the carrying out of these two works must necessarily improve the health of this great and growing city ; on the other hand, it cannot be contested that should financial considerations prevent the completion of them, the health of the city will grow worse and worse, and the place itself become more and more a favourable locality for cholera. That the sanitary reputation of Bombay is a matter of imperial moment has been admitted alike by the Government of India, the Government of Bombay, the Chambers of Commerce of Bombay and London, and H. M.'s Secretary of State for Foreign Affairs.* The mere *belief* that the City of Bombay was unhealthy has been sufficient to cause Quarantine to be once and again imposed against ships arriving from the Port. The effects of these quarantines were described by the Bombay Chamber of Commerce as "in the highest degree inconvenient to the public and injurious to the "commerce of India," surely a matter of more than local importance, and the same body declared that these quarantines subjected the public "to an intolerable inconvenience and the shipowning interests to "grievous injury and loss."

As regards the needlessness of the imposition of quarantine in the particular cases referred to by the Chamber of Commerce, your memorialists are in entire accord with that body and Government, not so much on account of any absence, or prevalence of cholera as because they believe all quarantine regulations or sanitary cordons to be unsuited to prevent the spread of that disease ; but the points to be observed are that the Commerce of India was injured, shipowning interests suffered grievous loss, and the public were subjected to intolerable inconvenience from a cause connected with the *City*, and not with the *Port* at all, and that the loss and injury were inflicted by a body wholly beyond the control of the Government of India. That the health of the towns at seaports cannot be considered as a matter of merely local interest is further shown by the remarks of the Army Sanitary Commissioners about Aden. They write :—

"The house drainage question of Aden is one of great importance. " * * * * * *Considering the vast importance of Aden to commerce*, and recent outbreaks of cholera there from neglect of "very obvious precautions, we feel it incumbent on us to advise, as we "have done before, that all cess-pits should be cleared out and filled "up, and proper conservancy introduced for the collection and removal "of all house sewage."

Now if the sanitary condition of Aden be of vast importance to commerce, how much more must be that of the immense City of Bombay. In another place they say that :

"The estimated population of Bombay for 1883-84 was 807,905, and

* Chamber of Commerce to Government of Bombay, dated 22nd January 1884, Bombay Government, General Department, letter No. 340, dated 31st January 1884, Government of India, Home Department, No. 7, dated 19th February 1884 ; Chamber of Commerce to Government of Bombay, 18th May 1883 ; Bombay Government, General Department, to Chamber of Commerce, No. 1771, dated 24th May 1883 ; London Chamber of Commerce to Bombay Chamber, dated 13th June 1883 ; Government of India, Home Department, No. 12, dated 15th June 1883.

† Para. 39, Remarks by the Army Sanitary Commissioners on the Report of the Sanitary Commissioner of Bombay for the year 1882.

"the chief sanitary problems, which it presents, are how to cleanse the houses and keep them clean, and how to supply the people with water for all purposes. It is nearly a quarter of a century since the subject was first dealt with, and the present position is that the town and houses are still undrained, and there is not enough of water. Calcutta has all its sewage system complete, and it has got its water-supply, and there is no reason apparently why Bombay, which has nearly double its population, should have so long lagged behind. In their Resolution referred to the Government set forth the necessity of getting the cleansing done somehow, if not in one way yet in another. *But considering the great importance of Bombay as a centre of commerce, and its ever present liability to epidemics, and to quarantines consequent thereon nobody could object if Government were to interfere and do the necessary work if the Municipal Commissioner is inclined to waste more time.*"

So that an unhealthy city may deprive a well-managed Port of the legitimate fruits of its expenditure.

7. The improved sanitation of Bombay, especially in the matter of making cholera epidemics as little likely as possible, is then, beyond all contradiction, a question involving very exceptional circumstances and of much more than purely local interest and concern, and it appears to your memorialists that in carrying out the immense works necessary to secure this object, they have a reasonable right to expect that they will not be left wholly dependent on local resources.

The various reports of the Sanitary Commissioner of this Presidency and the remarks of the Army Sanitary Commissioners on them seem to your memorialists to establish the fact that Bombay is unhappily subject to epidemics of cholera, and to point out, with no uncertain voice, the steps that should be taken to mitigate, if not entirely to eradicate, the evil. With regard to 1872, we find it stated that cholera is said "to have never left the City of Bombay."* That in 1877 there were 2,510 deaths †; in 1878 there were 1,165 deaths. ‡ That the average for 34 years ending with 1882 was 1,426 a year §; that in 1881 cholera prevailed in Bombay City for 10 out of the 12 months, and that records show that in this city it was present in 389 out of 408 months between 1848 and 1881. ¶ These are the evils; their remedy is indicated in the same reports, in that of Drs. Klein and Henecage Gibbes and in that of the Committee of eminent* men appointed by the Secretary of State for India to consider the report of Drs. Klein and Gibbes, which actually teem with statements that the most effectual, if not the only, way of preventing the disease from taking an epidemic form in any place is by giving that place pure water and by removing "filth."

It might possibly be urged that the contention proves too much; that even supposing that the sanitation of Bombay were perfect and the place itself absolutely free from cholera, the disease might nevertheless break out in some up-country place, and be brought to Bom-

* Para. 11, B. G. R., No. 2479 (General Dept.), dated 27th August 1874.

† Para. 9, B. G. R., No. 3349, " dated 5th November 1878.

‡ Para. 4, B. G. R., No. 3475, " dated 17th December 1879.

§ Para. 3, B. G. R., No. 4325, " dated 23rd November 1883.

¶ Para. 5, B. G. R., No. 3469, " dated 5th September 1883.

"to prove that an epidemic of cholera has ever been lighted up in a distant and previously healthy place by the arrival of a cholera patient."

The following is an extract from the *Lancet** :—

"In an address recently delivered before the South Indian Branch of the British Medical Association, Surgeon-General Furnell drew attention to the relation which exists between the water-supply and the prevalence of cholera in India, the remedy against recurring epidemics of cholera, he says, is in the hands of the authorities if they will but have the courage to use it, namely, to provide the people with an uncontaminated water-supply. He compared the cholera history of Pondicherry and Cuddalore, pointing out the singular immunity from cholera in the former and the severe visitations of the latter town. The distinctive sanitary difference in the two towns being in their water-supply, Pondicherry having a unique supply free from all sources of contamination, while, as regards general conservancy, it was no better off than Cuddalore." The *Lancet* adds : "The effect of Surgeon-General Furnell's paper is to leave a strong impression of the need of the improvement of the water-supplies for the population of India, and as such it will receive the support of all interested in the prevention of cholera, irrespective of their views as to the nature of the contagions to be dealt with."

It would, therefore, appear that, if by sanitary measures we can make Bombay unsuitable as a cholera locality, we need not fear the introduction of the disease from other places.

8. Your memorialists also consider that another special reason that raises the Tansa Scheme out of the category of merely local works is its vast cost ; it might, and possibly would, be sound policy for the Government of India to say to small local bodies, or those whose affairs in no way affect Imperial interests, that neither Imperial funds nor the credit of the Imperial Government could be used in works that were not of general importance, and which did not commend themselves to local capitalists ; but your memorialists doubt if the same line of argument can be fairly taken when it becomes a question of raising 123 lakhs of rupees. It appears to them that the very magnitude of the sum, and the difficulty of financing it, raises it at once into an importance greater than that of any question of merely local interest. Your memorialists believe, that so lately as 1880-81, the Government of India gave the Ajmere Municipality a gratuity, charged to the capital cost of the Rajputana-Malwa Railway, i.e., directly to the debt of India, in aid of the Ajmere water works. Possibly this gratuity was allowed on account of certain advantages that the Railway would obtain from a better water-supply. But your memorialists understand that the Government of India also raised the balance of the necessary loan. They do not, of course, know what reasons made the Ajmere water works a matter of Imperial policy rather than of local necessity ; but they cannot believe that those reasons were at all comparable in weight to those that they have urged in behalf of Bombay. As one last point proving how impossible it really is to treat this question as a purely local one, your memorialists invite attention to the warning conveyed by the Government of India to the Bombay Government to provide against any enhancement of the town duties

* Bearing date 27th March 1886.

involving an imposition of Customs duties abolished by the Supreme Government.*

9. Your memorialists now come to the second reason advanced by the Government of India, *viz.*, that the finances of India do not permit the Government of India to raise a loan for this purpose.

Whilst thoroughly sympathising with the reluctance of the Government of India to incur fresh obligations at a time when the constant depreciation of silver, and various other causes beyond the control of the Government of India, render the financial position one of great difficulty and uncertainty, your memorialists, nevertheless, desire to point out in the strongest way that, by either raising, or guaranteeing the Tansa Water Works Loan, the Government of India, would confer an immense boon on the citizens of Bombay, as it would relieve them of the extra interest charges, a point of the very greatest importance when the magnitude of the sum is considered, and would, besides, enable other works of great importance to be taken in hand; whilst, at the same time, Government would run no real risk whatever, for not only can it exact whatever security it desires, but has, besides, the power of taking over and working the Water Works, should there be any necessity for such a step. Your memorialists also feel that they would not be discharging their duty either to Government, or the public, did they not plainly inform Government that a refusal, either to raise, or guarantee the loan may, not impossibly, put it beyond the means of the Corporation to carry out the work.

10. With regard to the alternative suggested by the Government of India, namely, that the Municipality should borrow the money in the open market, your memorialists desire most respectfully to impress upon your Excellency in Council that, in that case, it would be essential that some legislative action should be taken to free the hands of your petitioners in the matter of repayment by according them not only as large a measure of freedom in this matter as is already enjoyed by the Municipality of Calcutta; but also by leaving them completely unfettered as to the choice of the market in which, and the conditions on which the loan is raised. As things now stand, not only would your memorialists be compelled to borrow at a high rate of interest, but the manner in which the existing law obliges them to invest their sinking fund, would force them to repay their debt in a most unfavourable way, so that they would suffer both in borrowing and in paying again. Your memorialists feel assured that your Excellency will yourself feel spontaneously that if your Excellency's Government be unfortunately unable to assist them in either raising, or guaranteeing the loan, it is only fair that they should at least be free to make the best arrangements they can.

11. When your Excellency in Council takes into consideration the fact that the question of the water-supply and drainage of Bombay is not one of simply local concern, but one affecting Imperial interests; that the necessity of improving the water-supply has been repeatedly pressed upon your memorialists, either directly, or indirectly, alike by the Government of India as by the Secretary of State for India in Council; that the Government of India runs no risk of loss; that the Municipality of this city has ever been distinguished by readiness to

* Government of India, Home Department, letter No. 8, dated 2nd February 1886.

bear its legitimate burdens and by aptitude for affairs ; that the very fact of its being now desirous of undertaking this great work is a fresh proof that it recognizes its grave responsibilities ; that it is not asserted by anybody that the scheme is unnecessarily large ; that the payment of needless, or excessive interest will cripple the action of the Municipality in prosecuting other works of a pressing nature ; that the Municipality is at present hampered by legislative restrictions which prejudicially affect its power of repaying loans to the best advantage ; and lastly, that if the requests contained in this prayer cannot be granted, the consequence may be the indefinite postponement of both these great and necessary works. Your petitioners feel a confidence, which they cannot believe will prove ill-grounded, that your Excellency in Council will see that the dictates of justice and sound policy alike permit your Excellency to modify your present orders and, at one and the same time, to secure the successful prosecution of these great and beneficent works, and to relieve the tax-payers of the City of Bombay of an avoidable addition to a burden that is already sufficiently onerous.

And your memorialists, as in duty bound, will ever pray.

RAHIMTULA MOHAMED SYANI,
Officiating Chairman.

Bombay, 28th May 1886.

H. WYNFORD BARROW,
Clerk and Secretary.

The seal of the Municipal Corporation affixed in the presence of

NANABHOY B. JEEJEEBHOY.
G. MEREWETHER.
DOSABHAI FRAMJI.



Three members of the Town Council of the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 30th May 1888.

To Sir HENRY MORLAND, Kt., H. M. I. M., Chairman of Committee of the Municipal Corporation on the question of the Tansa Water Works Loan.

SIR,—I have the honour, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt, with accompanying papers, of your letter No. 1111 of 19th instant, giving a *precis* of the correspondence which has passed between Government and the Municipality regarding the raising of the funds required for carrying out the Tansa Water Works, and soliciting the opinion of the Chamber on the following points connected therewith, *viz.* :—

1. As to whether, from a public point of view, it will be convenient for future investors that the balance of 76 lakhs of the Tansa Water Works

Loan of 123 lakhs should be limited to a period of 40 years, having regard to the fact that 47 lakhs of the loan have already been taken up for the longer period of 60 years.

2. Having regard to the magnitude and permanence of the Tansa Water and the Drainage Works, on which latter a very large outlay has yet to be incurred, is it not the opinion of the Chamber that the period of the loan should be for 60 years, observing that, in the new Municipal Bill, it is proposed that the duration of loans shall be limited to that period.
3. And further, whether the Chamber concur in the anticipation of the Government of India, that within a few years the Municipality will be able to raise money at a lower rate than 5 per cent. as advanced in para. 2 of the letter of the Government of India, No. 42, Home Department, dated 24th March 1888.

The Committee of the Chamber having perused the correspondence and given the subject the careful consideration which its importance demands, direct me to inform you, in reply, that they are decidedly of opinion—

1. That having regard to the fact that 47 lakhs of the required loan of 123 lakhs have already been taken up for a period of 60 years, it would be most inconvenient for investors, and prejudicial to the interests of the Municipality as borrowers to issue the balance of 76 lakhs for a period of 40 years, or indeed for any shorter term than the amount already subscribed by the public.
- Any irregularity in or uncertainty as to the terms of a loan has an adverse effect on the marketable value of the certificates as negotiable securities, and a "Tansa Loan" of 123 lakhs running for a uniform period of 60 years would be much more favourably regarded by investors, and command relatively a higher market value than two loans of 47 lakhs and 76 lakhs for 60 and 40 years respectively.
2. The magnitude and permanent utility of the Tansa scheme, in the opinion of my Committee, justifies the Municipality in asking that the repay-

ment of the cost should be extended over the longest term of years admissible under the borrowing powers conferred upon them by the Municipal Act; and considering the by no means inconsiderable proportion of the cost which the present generation of tax-payers will have to contribute before they can hope to reap the full benefit of the work, the Committee look upon 60 years as not an unduly lengthened period for repayment.

3. The Committee of the Chamber are disposed to agree with the anticipation of the Government of India that the Municipality of Bombay will, in the course of a few years, be able to borrow money at a lower rate of interest than 5 per cent. per annum, but even so they do not consider that this prospective advantage would compensate for the better terms which the 76 lakhs would now command by being issued for the longer period of 60 years and forming a portion of the larger loan.

I am further directed to say that the Committee of the Chamber would impress upon all concerned the desirability of arriving at an early settlement of the terms on which the remainder of the loan is to be offered to the public, so that the Municipality may be placed in the position to avail of the exceptionally favourable conditions of the money market existing now and likely to prevail in the immediate future, but which cannot be relied upon as permanent.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3821 OF 1888-89.

MUNICIPAL CORPORATION OFFICE,
BOMBAY, 13th August 1888.

From the CLERK, Municipal Corporation, and Secretary, Town Council,
to JOHN MARSHALL, Esq., Secretary to the Chamber of Commerce.

SIR,—I have the honour to inform you that at the adjourned Special General Meeting of the Municipal Corporation held on the 9th inst., a resolution was passed to the effect that the thanks of the Corporation be tendered to the Chamber of Commerce for the very valuable assistance rendered by them to the Committee of the Corporation appointed to draft a memorial to the Secretary of State for India on the subject of the period for the repayment of the Tansa Works and other loans.—I have, &c.,

H. W. BARROW,
Clerk, Municipal Corporation, and Secretary, Town Council.

APPENDIX Q.

THE METEOROLOGICAL REPORTERSHIP FOR WESTERN INDIA.

BOMBAY CHAMBER OF COMMERCE, *25th May 1888.*

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to inform you that they learn with regret that the Government of India has decided to abolish the present office of Meteorological Reporter for Western India and substitute for it a Reportership for Bombay on a reduced scale of pay. So far as my Committee are aware the effect of this reduction will be that the present system of weather reporting and storm warnings, as well as the scientific investigations which have hitherto been carried on by Mr. F. Chambers, the present Reporter, with marked success, will be discontinued, and that the work of the Bombay office will henceforth be confined to the collection of statistics for the use of the Government of India. The Committee are of opinion that this will be a decidedly retrograde step, and would therefore beg to impress upon Government the desirability of not only continuing the Bombay weather reporting and storm warning systems, but of greatly improving and extending them, so as to place them on the same footing as Bengal, where merchants and others at the mere cost of printing are furnished with weather charts of a most useful character. This, my Committee believe, could easily be accomplished if Government would sanction an increase in the number of stations reporting daily by telegraph to the Meteorological Office, so that early information might be obtained from inland as well as from Coast stations, whereby the general progress of the rains and cyclonic disturbances could be properly watched and forecasted.

2. So much importance is attached to information of this nature by the mercantile community, that the Chamber has, for the past three years, maintained during the monsoon months at its own expense a system of bi-weekly telegraphic

weather and crop reports from the leading cotton and wheat growing districts (a copy of which I am directed to enclose), and if Government would supplement these by the publication of a daily report and chart of the weather showing the general distribution of the rains throughout Western India, it would be of great benefit to all engaged in agricultural and commercial pursuits.

3. To Bombay, moreover, as the leading port in India, a well organised system of storm warnings is a matter of the greatest importance, and so far from curtailing arrangements for that purpose, the Committee of the Chamber respectfully submit that every effort should be made to perfect them. The available records show that, with a comparatively insignificant additional expenditure on telegrams from the Inland stations, it would be practicable, in the majority of instances, to give steamers leaving Bombay on the one side and Aden on the other timely warning of approaching cyclonic movements in the Indian Ocean, and the saving to life and property, which might thus be ensured, would be an enormous gain to all interested in maritime affairs.

4. The Committee of the Chamber trust therefore that his Excellency the Governor in Council may see fit to represent to the Government of India the desirability not only of not reducing the existing Meteorological Office in Bombay, but of increasing its scope and power of work on the lines suggested.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1001.

From W. L. DALLAS, Esq., Assistant Meteorological Reporter to the Government of India, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

BOMBAY, 13th December 1888.

SIR,—I have the honour to submit the following proposals with regard to the publication in Bombay of a Daily weather Report and Chart, and to request the favour of your laying them before the Committee of the Chamber of Commerce.

The Meteorological Reporter to the Government of India has asked me to lay before the Chamber these proposals and to say that, while Government supplies the establishment necessary to properly discuss the information contained in the Report, it considers that, as the Report will be of practical and economic value to certain sections of the community in Bombay, it might fairly hope that those for whom it is collecting and compiling the information would contribute something

towards the extra expenditure which will be entailed by its production in the proposed elaborated form.

The report in its normal condition will contain information as to rainfall, temperature, winds, &c., from 31 stations. This information will be shown graphically on the chart on the first page of the Report, and a series of remarks will be prepared drawing attention to the more important weather changes, and will usually conclude with a statement of the probable weather which may be expected during the 24 hours following the date of the report.

On two days in the week this information will be supplemented by crop and weather reports from those stations which at present furnish the information from which the bi-weekly reports now issued by the Chamber are compiled.

To enable the Chamber of Commerce to see what the form and scope of the proposed daily report and chart will be, I have had a few specimen copies printed which I forward herewith for their inspection.

My estimate of the probable cost of the compilation and publication of the report is as follows :—

For the months of February, March, April, May and June, during which the Chamber of Commerce Report is not required, the extra expenditure involved would be for each month :—

	Rs.
1 Draughtsman	60
1 Clerk*	30 to 50
Rent of room in Telegraph Office	50
2 Sepoys (for distribution).....	24
Contingent expenses	16
Cost of blue prints.....	50
	Rs. ... 250

which would necessitate a regular contribution of Rs. 125 per mensem throughout the year from the Chamber of Commerce and the Port Trust.

For the 30 weeks during which the supplementary information regarding crops is added, the contribution of the Chamber of Commerce would under existing arrangements be Rs. 36 per week extra, but I would suggest that information as regards crops at the stations of Agra, Delhi, Nagpore, Amraoti, Sholapur, Bellary, might be communicated to the Meteorological Observers at those stations and be incorporated with the daily Meteorological message. Calculating that three words added to the Meteorological message would give the required information, this would save Rs. 1-4 at each of the above 6 stations and reduce the weekly contribution to Rs. 28-8 for the 30 weeks.

Thus for the seven months from July 1st to January 31st the contribution of the Chamber of Commerce would be Rs. 125 per month + Rs. 28-8 per week and for the remaining 5 months would be only Rs. 125 per month.

The contribution of the Port Trust would be Rs. 125 per mensem throughout.—I have, &c.,

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

* Who in absence of regular draughtsmen will be able to carry on the work.

BOMBAY CHAMBER OF COMMERCE, 18th December 1888.

W. L. DALLAS, Esq., Assistant Meteorological Reporter to the Government of India, Bombay.

SIR,—I have submitted to the Committee of the Chamber your letter No. 1001 of the 13th instant, and, in reply, I am directed to inform you that the Chamber will be prepared to pay a moiety of the expenses detailed by you for supplying the daily Meteorological information and crop reports which you suggest in the draft forms forwarded with the letter under reply.

2. It is not quite clear from the terms of your letter how you propose to obtain the crop information which you intend supplying, and on this point my Committee would be glad of further explanation. In the meantime, rather than retard the arrangement, they will be prepared to accept the chart and return that your office may be in a position to furnish. In so agreeing, the Committee of the Chamber would not, pending the result of this experiment, be prepared to commit themselves to an arrangement beyond the year 1889; and I am directed to say that their further contribution after the termination of that period would require to be the subject of a fresh arrangement.—I have, &c.

JOHN MARSHALL, Secretary.

No. 28 of 1889.

BOMBAY METEOROLOGICAL OFFICE, 8th January 1889.

From S. HUTCHINSON, Esq., Meteorological Reporter for Western India, to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—I have the honour to inform you that the delay in replying to your letter, dated the 18th ultimo, to the address of Mr. W. L. Dallas, is due to the fact that the Port Trust have not yet come to a decision regarding similar proposals to those which were made in Mr. Dallas's letter No. 1001 of the 13th ultimo, to your address.—I have, &c.,

S. HUTCHINSON,
Meteorological Reporter for Western India.

APPENDIX R.

PROPOSED REDUCTION IN RATES OF POSTAGE BETWEEN ENGLAND AND INDIA.

No. 683 of 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 29th August 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am instructed by the Committee of this Chamber to hand you herewith copy of a Memorial which this Chamber, acting on a suggestion of the Association of Chambers of Commerce of the United Kingdom, has addressed to his Excellency the Viceroy on the subject of the excessive postal rates charged on correspondence to and from India and the United Kingdom.

The Committee trust that the Bombay Chamber of Commerce may find itself able to support the action of this Chamber by addressing a separate communication to the Government of India.

I am to add that if this course be followed, the hands of friends at home will be greatly strengthened, if a copy of any representation your Chamber may make, is forwarded to Mr. James Hole, Secretary of the Association of the Chambers of Commerce of the United Kingdom, No. 1, Great College Street, Westminster, London.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 660-88, 22nd August 1888.

From S. E. J. CLARKE, Esq., Secretary to the Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

The Committee of the Chamber of Commerce desire me to request that you will do them the favour to submit to His Excellency the Viceroy the memorial forwarded herewith on the subject of the necessity for reducing the present high postal charges on Indian correspondence.

To His Excellency the Right Hon'ble Sir FREDERICK-TEMPLE HAMILTON-TEMPLE, EARL OF DUFFERIN, K.P., G.C.B., G.C.M.G., P.C., G.M.S.I., G.M.I.E., F.R.S., D.C.L., Viceroy and Governor-General of India.

The humble Memorial of the Bengal Chamber
of Commerce

RESPECTFULLY SHEWETH,—That the attention of your Memorialists has been for a considerable time drawn to the necessity which exists, and which is admitted even by the Post Master General of England, for cheapening postal rates whenever the circumstances of a particular case

admit of such a step. Your Memorialists would invite your Excellency's attention to the significance of the fact that a letter posted in India can be delivered to any address in France for a postal rate of three annas whilst a letter of the same weight which crosses the English Channel must pay four and a half annas. Further, letters for the United State or South America sent through France or England respectively, exhibit the same difference in the postal charges.

Your Memorialists are unable to understand why an oppressive postal charge is maintained on letters to and from India when the charge for the conveyance of the mails each way is made by bulk and not by a schedule of rates. Further, they gather from the correspondence which has passed between the Association of the Chambers of Commerce of the United Kingdom and the Post Master General that, whilst foreign countries share the benefits of the accelerated mail service to India, the expense of such service is borne exclusively by the British Post Office. This is a feature of the postal arrangements between India and England which your Memorialists would hope will attract the special attention of your Excellency.

Your Memorialists would beg also to point out that the subsidy granted to the Peninsular and Oriental Steam Navigation Company for the service to India and China shows the large saving of £95,000 per annum, and your Memorialists would solicit the good offices of your Excellency and your Excellency's Government in securing for India some advantage from this large saving.

Your Excellency's Memorialists' would, therefore, pray that, taking all the circumstances of the case into consideration in connection with the necessity of cheapening postal rates to as large an extent as possible, your Excellency may be pleased to bring the matter strongly to the notice of the Imperial Government with a view that the disabilities, as regards postal charges, under which the correspondence of India now labours, may be removed, and that the rates of postage between India and England may, in justice to the interests of both countries, be made to approximate to the charges obtaining for Indian correspondence with foreign countries.

And your Memorialists, as in duty bound, will ever pray.

For, and on behalf of the Bengal Chamber of Commerce,

A. WILSON, President.	
W. BLEECK, Vice-President.	
A. P. RALLI,	} Committee
W. H. McKEWAN,	
E. D. WYLIE,	
J. H. ASHWORTH,	
S. E. J. CLARKE, Secretary.	

August 22nd 1888.

BOMBAY CHAMBER OF COMMERCE, *6th September 1888.*
 The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 683-88 of the 29th ultimo, handing a copy of a memorial addressed by your Chamber to the Governor-General regarding a reduction in postal charges between England and India.

While thanking you for your courtesy in favoring this Chamber with a copy of your representation, I am instructed to say that this question has already been under the consideration of my Committee who, however, decided not to address Government on the subject. Under the peculiar conditions attending postal communications between England and India, the Committee are not confident that a reduction in the rates of postage would be recouped by an increased number of letters, and as the postal service is at present carried on at a loss, they do not consider it advisable, in the existing position of Indian finance, to ask Government to forego any revenue, however small.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 5707.

GOVERNMENT OF INDIA.
 DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE.
 POST OFFICE.

SIMLA, *20th October 1888.*

To the SECRETARY to the BENGAL CHAMBER of COMMERCE, Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 660-88 of the 22nd August 1888 to the address of the Secretary to the Government of India, Home Department, giving cover to a memorial from the Committee of the Bengal Chamber of Commerce on the subject of the reduction of the present postage rates on correspondence between India and the United Kingdom.

2. It is urged in this memorial that if a letter rate of 3 annas to the half ounce can be allowed between India and France, and even between India and the United States and South America, there can be no sufficient grounds for maintaining a charge of 4½ annas for the same weight on letters between India and the United Kingdom; and that it is further not understood why the additional postage should

be necessary on account of the accelerated mail service across the continent, in the benefits but not in the expense of which foreign countries are believed to participate, "when the charge for the conveyance of mails each way is made by bulk and not by a schedule of rates." The attention of Government is then solicited to the necessity of securing for India some share of the saving of £95,000 on the present contract with the Peninsular and Oriental Steam Navigation Company for the service to India and China, and the memorial closes with a prayer that, in view of the accepted policy of cheapening postal rates wherever possible, India may be relieved from the disabilities under which it now labours, and that the rates of postage between India and the United Kingdom may, in justice to the interests of both countries, be assimilated to the rates between India and foreign countries.

3. The subject is one that has of late attracted a good deal of public attention, and, owing no doubt to its somewhat technical character, has been much misunderstood. I am directed, therefore, to take this opportunity to place before the Chamber, at some little length, the considerations which have led to the fixing of the present postage rates, and which, in the opinion of the Governor General in Council, which has been formed after consultation with the Director General of the Post Office, must still render it inexpedient, and indeed impossible, that these rates should be reduced. As the memorial only refers to the letter rate of postage, it has not been thought necessary in replying to it to refer to other postage rates, but it will be understood that the general considerations dealt with in this letter apply also to them *mutatis mutandis*.

4. The Indian letter rate of postage for all Union countries, except the United Kingdom, has been fixed at 3 annas per half-ounce. The general Union rate prescribed by the Convention of Paris is 25 centimes* per half ounce, the Indian equivalent of which was fixed at 2 annas at the time of the Convention, and has not since been altered; but an additional rate, not exceeding 25 centimes per half ounce, is allowed to be charged for sea transit by the countries who pay for it, and also an additional rate on account of special train services, such as the service between Brindisi and Calais, when they are employed. The additional charge for sea transit between Brindisi and Bombay has been taken as one anna, and this added to the Union charge of 2 annas makes up the rate of 3 annas per half ounce charged generally on letters for Union countries. The additional charge on account of the special train service between Brindisi and Calais is 1½ annas per half ounce, and is practically limited at present for reasons which will shortly be explained to correspondence between the United Kingdom and India.

5. The charge for special trains between Brindisi and Calais is made on the weight of the mails actually carried by these trains at certain fixed rates for each class of correspondence, the unit of weight being the kilogramme. These rates have been settled with France

* Under article 7 of the Convention of Paris, the countries of the Union which have not the franc for their monetary unit fix their charges at the equivalents in their respective currencies in communication with the administration of the Swiss Office.

and Italy by the British Post Office, which pays the entire charge on the mails for and from India, and recovers from India its proper share of the cost. All postal accounts between Union countries are based on the weight of mails, and for the purposes of account the number of letters or newspapers that go to the kilogramme have been generally accepted among Union countries. There is, therefore, no difficulty in fixing a postage rate to cover the cost of special conveyance, or in ascertaining at any time whether the cost is actually being covered; and the manner in which the charges are calculated can hardly affect the real principle involved, whether the State or the persons whose correspondence has the advantage of this accelerated transit should ultimately pay for it. In the past the proceeds of the special rate of $1\frac{1}{2}$ annas have fairly paid the cost of this accelerated transit, and now that the charges made by France and Italy have been reduced, with effect from the 1st January 1888, it is estimated that there may even be some small surplus. If, therefore, the question of the special rate stood alone, some small reduction in the $1\frac{1}{2}$ anna charge might be possible; but there are other considerations to be taken into account, which will be dealt with later on.

6. The foreign countries that use the special trains have, of course, to pay France and Italy on the weight of their mails for the service, though the French and Italian Post Offices, no doubt, pay nothing to their own Railway administrations. France, however, levies no additional postage charge from the public on the correspondence sent to India by the accelerated service, partly it may be presumed, because the total weight of the mails in question is comparatively unimportant, and partly because in France and other continental countries the State avowedly accepts expense in order to provide cheap postal rates to the public—a principle which has never been admitted by the British Post Office or by India. It may be added that France in the same way makes no charge to cover the cost of the sea transit between Brindisi and Bombay, which it has to pay to the British Post Office. On the mails from India to France the additional rate might in strictness be charged as they are allowed to travel by the fast train; but the 3 annas rate having been once fixed, it has not been considered expedient on grounds of policy to insist on the mails for France, consisting of a few bags only, being left at Brindisi to be forwarded by the ordinary mail train; and the same consideration has been applied to the mails for Germany and other continental countries, so far as they have to be carried by the special train. In the case of the United States, however, and countries served through the United Kingdom, two rates of letter postage are in force—the 3 annas and $4\frac{1}{2}$ annas rate,—and only the letters paid at the latter rate are forwarded by the special train.

7. The position, therefore, is shortly this. The special trains between Brindisi and Calais are run entirely on account of the mails between the United Kingdom on the one hand, and India, the Australian colonies, and China on the other hand; and these countries have practically to pay for them, though other countries may contribute in proportion to their own relatively small interests. The cost of conveyance of these mails by the special trains is then recovered from the public of the United Kingdom, India, and the colonies concerned, in accordance with the system on which postal rates are fixed in such special cases by the British Post Office and

India, and in accordance with a principle recognised in the Postal Union. The fact that differential rates are allowed in the case of letters for France and in the case of letters for the United Kingdom, far from being an argument in favour of levelling the latter rates down to the former, might legitimately necessitate the raising of the letter rates to France were it not for the special considerations already referred to.

8. The question of the sea rates for the transit between Brindisi and Bombay has then to be considered in connection with the reduction of £95,000 in the amount of the subsidy to be paid to the Peninsular and Oriental Steam Navigation Company under the present contract for the India and China services. This saving will, of course, be rateably shared between the United Kingdom on the one side, and India, the Australian colonies, and China on the other side. The actual distribution of the saving has not been finally arranged, but India's share will probably be about £18,000. This sum, however, will only go towards reducing the loss which India has in any case to make good on the sea transit. The British and Indian Post Offices each credit towards the subsidy paid to the Peninsular and Oriental Steam Navigation Company $1\frac{1}{2}d.$ out of the postage charged on letters to and from India, and recover this sum only from the public instead of the full equivalent of the 25 centimes allowed by the Union rules on account of the sea transit. The total amount credited in this way falls far short of the subsidy, and the balance has to be made good proportionately by India and the United Kingdom. The charge against India on this account has been £68,000 annually during the last years of the currency of the contract with the Peninsular and Oriental Steam Navigation Company that expired in January 1888, a fixed annual charge having been accepted for convenience of account. The probable effect, therefore, of the reduction in the subsidy payable to the Peninsular and Oriental Steam Navigation Company under the present contract will be to reduce the deficiency that India has to make good to about £50,000 annually. Any revenue in excess of the cost of conveying the mails by the special train service across the continent that may be realised from the special rate charged for this service will go towards still further reducing this deficiency; but so long as India has a deficiency of this character to make good, it cannot be expected that the present postage rates to the United Kingdom should be reduced.

9. It has then to be remembered that India loses on exchange in making payments to the British Post Office. The accounts between the Indian Post Office and London are based on a $5d.$ letter rate on both sides, and $4\frac{1}{2}$ annas was a fair equivalent of this sum at the time it was fixed. Each country pays the other $1d.$ for the inland service, retains $1d.$ on account of its own inland service, and contributes $1\frac{1}{2}d.$ to the sea service and $1\frac{1}{2}d.$ to the special train charges. On all letters, therefore, sent to India from the United Kingdom, India is credited with $1d.$; while on all letters sent to the United Kingdom, it has to pay $4d.$ On the whole of the account India has to pay some £30,000 annually to the British Post Office; and as this sum has to be provided from revenue realised at rates which are no longer equivalent to the sterling rates on which the arrangement is based, India actually receives less than its proper share for its inland service not only on letters, but on other classes of correspondence.

10. It is quite true that cheap postal rates are now recognised as

a part of postal progress, and the history of the Indian Post Office during the last few years will shew that a constant reduction of rates so far as inland postage is concerned, has been going on. The policy, however, is not one that can be adopted in all cases without reference to the special conditions which may have to be dealt with. Its justification rests on the principle, established by general experience, that cheap rates in ordinary circumstances mean increased postal traffic; but there are good reasons for believing that this principle is only applicable in a limited degree to correspondence between India and the United Kingdom. No very material increase in general correspondence could be expected in consideration of the fact that we have only a weekly mail to deal with, and that the classes of society from whom this correspondence mainly emanates are probably not much influenced in their habits of letter writing by a question of postage rates.

11. It has already been pointed out that the cheaper postage rates between continental countries and India supply no real analogy for the reduction of the rates between India and the United Kingdom, and it will now be seen that with a deficiency of £50,000 to meet, with a letter rate which even now, on account of the prevailing rate of exchange, gives the Indian Post Office no fair payment for its inland service, and with reasonable grounds for believing that a reduced letter rate would not, in the special circumstances of the case, be followed by any very substantial increase in postal traffic, it would be impossible for Government to reduce the present 4½-anna charge.—I have, &c.,

E. J. SINKINSON,

Offg. Secretary to the Government of India.

COPY forwarded to the Director General of the Post Office with a copy of the letter from the Bengal Chamber of Commerce and of the memorial.

L. P. SHIRRES,

Offg. Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 1st November 1888.

A. U. FANSHAWE, Esq., Officiating Director-General of the Post Office of India, Simla.

SIR,—I have to acknowledge the receipt of your demi-official letter No. 138 of the 22nd ultimo, and I am directed to convey to you the thanks of the Committee for the copy of the Government of India's letter to the Bengal Chamber of Commerce, on the subject of postage rates between India and the United Kingdom.

I am further directed to wait upon you with the accompanying copy of a letter which my Committee addressed to the Bengal Chamber in reply to a communication received from them on the subject in August last.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 815 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 6th November 1888.

TO JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—My Committee instruct me to hand you copies of the recent correspondence between the Government of India and the Chamber on the subject of the present high rates of postage on correspondence between India and the United Kingdom.—I am, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th November 1888.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Chamber to thank you for the two copies of printed correspondence on the subject of the rates of postage between India and the United Kingdom which you have been good enough to forward to them with your letter No. 815 of the 6th instant.—I am, &c.,

JOHN MARSHALL, Secretary.

EASTERN POSTAL RATES.

THE LONDON CHAMBER OF COMMERCE (INCORPORATED),
BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C.,

30th November 1888.

TO SECRETARIES OF EASTERN CHAMBERS OF COMMERCE.

DEAR SIR,—I beg to send you, herewith, several copies of a Circular which has been sent to the British Chambers of Commerce and to Members of Parliament in regard to the above. I trust it may be possible for your Chamber to actively pursue this matter, as occasion offers, in co-operation with other Eastern Chambers of Commerce,—Yours, &c.,

KENRIC B. MURRAY, Secretary.

EASTERN POSTAL RATES.

THE LONDON CHAMBER OF COMMERCE (INCORPORATED),
BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C.,

28th November 1888.

SIR,—I beg to call your attention to enclosed correspondence between this Chamber and the Chambers of Commerce of Singapore, Rangoon, Hongkong, Penang, and Calcutta, as also the reply from the Post-

master-General, under date of August 3rd, to the last letter from this Chamber dated the 27th July, urging him to take the facts and opinions submitted by the Chambers of Commerce representing the Eastern trade into his serious consideration. The various letters from the Chambers will speak for themselves, but I would direct your special attention to the position taken by the Postmaster-General on this question.

The Government, under the International Postal Union, having voluntarily conceded to foreign countries the right to send letters by British subsidised vessels at half the rates payable by British merchants and others, it is considered that the Post Office has thereby been laid under the obligation of granting equal facilities to British correspondents.

From his reply it is clear that the Postmaster-General throws the responsibility of any reduction of the present postal rates to the East on the Chancellor of the Exchequer, but it also as evidently transpires that the Postmaster-General in his official capacity considers such reduction premature, and that in his opinion it is urged by the commercial community upon a basis which he regards as "narrow." The London Chamber, on the other hand, contends that, as this reduction of rates has been found possible by States such as France and Germany, which if not poorer have, at any rate, a very much smaller amount of trade at stake in Eastern markets than is the case with this country, it is desirable that British traders should at least have equal advantages to those of foreign traders, and it therefore fails to appreciate the argument upon which the Postmaster-General implies that our suggestion is "premature."

Further as the trade of the country, whether home or foreign, is the principal contributor to and supporter of the postal revenue, and as every extension of our colonial trade re-acts upon and contributes to our home trade, the Chamber feels that the commercial community in its entirety, represented as it is not only by the London Chamber of Commerce and the Eastern Chambers, but also by the whole of the Chambers forming the Association of Chambers of Commerce of the United Kingdom, and by those of Manchester, Glasgow, Edinburgh, and Liverpool, which have adopted the same grounds, in applying for a reduction of the English postal rates to the level of those of France and Germany, cannot be considered as doing so on "narrow" grounds.

From the communication of the Postmaster-General it would appear that future action in regard to this question must lay chiefly with the Chancellor of the Exchequer, and I am therefore desired to enquire *whether you, on behalf of the commercial community of the district which you represent in Parliament, will be disposed to join with this Chamber in a large deputation to the Chancellor of the Exchequer, to be held at such a date, early in the new year, as the Chancellor of the Exchequer may see fit to fix?*

I shall be glad to supply you with any further information which you may desire upon this question, and trusting meanwhile, to be honored with a favourable reply, I am, &c.,

KENRIC B. MURRAY, Secretary.

CORRESPONDENCE ON EASTERN POSTAL RATES.

SINGAPORE CHAMBER OF COMMERCE, 29th May 1888.

To the SECRETARY of the LONDON CHAMBER of COMMERCE.

DEAR SIR,—The attention of this Chamber has been drawn to the interview lately accorded by the Postmaster-General to a deputation from the Association of Chambers of Commerce with reference to the above subject, as briefly reported in the *Times* newspaper of 14th April last: and our Committee, feeling the great importance of the subject, desire to lose no proper opportunity of adding their voice to the general demand for a reduction of postal and telegraph charges between Great Britain and her Eastern Colonies.

With the object of supplying you with the facts, to be made use of as occasion arises, I beg to draw your attention to page 14 of the Straits Settlements Postal Guide, a copy of which accompanies this letter. You will observe that the rate to union countries is 8 and 10 cents. of a dollar, the lower charge serving for all Continental countries, the higher being exacted for the Mother Country, as well as all our West Indian and other colonial stations. This alone seems unreasonable, but when we pass to non-union countries the anomalies become more glaring. It costs 24 cents. of a dollar (8½ pence) to send a half ounce letter from Singapore to Cape Colony, Australia, or New Zealand, three times what it does to send one to Russia or Greenland, and of this heavy postage the Straits Colony gets only one-sixth, the remaining five-sixths are taken by the Home Government.

With regard to telegraph rates I cannot do better than refer to the correspondence which took place in 1886 between this Chamber and the Secretary of the Eastern Extension, Australia and China Telegraph Company and others, which will be found on pages 58 to 64 of the report of this Chamber for the year 1886, a copy of which I forward to you under separate cover.

You will observe that the rate—6s. 5d. per word—charged between London and Singapore is out of proportion to what is charged to India and Ceylon—4s. 3d.—and Cochin China—5s. 8d.—&c., &c.

Our reason for troubling you with these details now is, that if any strong and united efforts, organised by your Chamber, is made by the Eastern Colonies to have these postal and telegraph rates reduced, you may have some facts to bring it forward, and it may not be possible to allege that those most concerned are indifferent to the matter.—I am, &c.,

ALEX. GENTLE, Secretary.

RANGOON CHAMBER OF COMMERCE, 1st June 1888.

To the SECRETARY of the LONDON CHAMBER of COMMERCE.

SIR,—The attention of this Chamber has been drawn to the notice, published in the London *Times* of 14th April, of the proceedings of a deputation from the Associated Chambers of Commerce to the Postmaster-General, to complain among other things of the high rates of postage charged for letters to India and the Colonies.

In reply to the deputation, Mr. Raikes is reported to have said that he fully appreciated the disadvantage to English trade and commerce caused by the competitive low rates of the foreign powers, enabling their merchants to carry on their correspondence with the East and with their colonies at a much cheaper rate than has hitherto been accorded by the English Post Office.

At a meeting of the Chamber of Commerce held a few days ago, this matter was fully discussed, and the members present were unanimous in the opinion that arrangements should be made to reduce the cost of Eastern postage, at least to the level of that prevailing between Continental Europe and the East.

I am directed to write to you expressing the sympathy of this Chamber with the Associated Chambers of Commerce, in their efforts to get the rates of Eastern postage reduced so that British merchants may not be handicapped in their competition with their Continental rivals, by a more expensive scale of postage levied on all their correspondence.

I am further instructed to say, that, in the opinion of this Chamber the saving of 107,000*l.* which has recently been effected in the Eastern Mail, should not all have been spent, as Mr. Raikes says it has been, in improving communications with the Australian colonies. This seems unjust to India, and this Chamber hopes that the London Chamber, or the Associated Chambers of Commerce, will take this matter up and endeavour to get this injustice remedied.

The reduction in the rates of postage between Great Britain and Australia is to be confined to letters sent by sea. The members of this Chamber are unanimous in thinking that a concession of this nature would be of very little use, so far as this country is concerned. It is not a cheap mail route by sea, somewhat similar to the old Southampton route, that is required, but a cheapening of the express route, so that correspondence between Great Britain and India may be as inexpensive as it is now between European Continental countries and India.—I remain, &c.,

J. STEWART, Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 6th June 1888.

To the SECRETARY of the LONDON CHAMBER of COMMERCE.

SIR,—I am instructed by the Committee of the Hongkong General Chamber of Commerce to inform you that the attention of the Chamber has been directed to the report of the proceedings of a deputation from the Associated Chambers of Commerce which waited upon Mr. Raikes, the Postmaster-General, in London, as published in the *Times* of 14th April last, in reference to the subject of the charges for postage between England and the East.

The Committee learn from this statement that Mr. Raikes is reported to have said that he hoped to announce shortly a reduction in the rates of postage between the United Kingdom and the Australian Colonies for letters sent by sea, but he gave no definite promise about extending

similar privileges to India and China, although the boon to Australia, if granted, was a good augury as to what might be done for Her Majesty's Eastern possessions.

In the opinion of the Committee a cheap postage for "sea-carried" letters to China would not prove of so great an advantage to our communities as it undoubtedly would be to the Australian Colonies, because the class of colonists and residents at the Treaty Ports in China embraces but a few of those to whom a cheap postage, in exchange for a slow sea passage, would be considered desirable. Our communities, which are essentially commercial, require the promptest despatch for all mail matter, and whatever the cost may be, the most expeditious route will always be the popular one.

While not wishing to discourage the institution of a cheap "sea-postage" to China, should such a course be possible later on, the Committee desire to avail of the present opportunity to call special attention to the urgent need that exists for assimilating the scale of postage by the British Packets with the postal tariff charged by the contract steamers of the French and German lines from Shanghai. From enquiries which have been made, the committee understand that it is possible to send a letter through the agency of the French and German Post Offices at Shanghai, to be carried by the subsidised P. and O. Mail Steamers to the United Kingdom, at a less rate than is charged if the correspondence went forward through the agency of the British Post Office at that port.

The Committee are aware the revenue derived from the carriage of mails to China does not, *per se*, pay the subsidy granted to the P. and O. Company, but is not this putting the question on narrow grounds when dealing with the subject of a reduction of the postal rates? Should not rather the advantages to British trade, which are increased by cheap and rapid communication, be considered; for the many ramifications of British commerce are benefited and yield results to the entire country, which cannot be measured by the paltry difference that may be needed to balance the subsidy expenditure on this special route?

British interests are paramount in this colony and the various settlements in China, and competition is so keen it appears unfitting that British trade should be hampered even by such an apparently small difference as the postal advantage which foreign commerce enjoys over our own nationals.

The Committee desire me to express their hope that you will, should the occasion again arise to discuss this question with Her Majesty's Postmaster-General, embody the views of this Chamber in any communication that may be made on the subject.—I have, &c.,

H. N. JEFFRIES, Secretary.

PENANG CHAMBER OF COMMERCE, 18th June 1888.

To the SECRETARY of the LONDON CHAMBER of COMMERCE.

DEAR SIR,—This Chamber having received a copy of a letter addressed to you upon the subject of "Postal and Telegraph Reform," from the Singapore Chamber of Commerce, dated 29th ultimo, wishes hereby to notify its entire concurrence with the remarks therein made,

both as to Postal and Telegraph matters, the interests and business of this port being identical with those of the sister settlement, Singapore.

This Chamber would, therefore, jointly with the Singapore Chamber, readily join and support any effort that may be made by other Eastern Colonies, through your Chamber, to bring about a reduction of rates.—I am, &c.,

W. ALLEN, Secretary.

EASTERN POSTAL RATES.

27th July 1888.

The Right Honourable H. CECIL RAIKES, M.P., Postmaster-General.

SIR,—I am desired by the Council of this Chamber to again direct your attention to the present charges made for letters to the East—a subject which this Chamber has repeatedly brought under notice by letters and deputations to yourself and your predecessors and the Chancellor of the Exchequer—in connection with communications received from the Singapore, Rangoon, Hong Kong and Penang Chambers of Commerce, printed copies of which I beg to enclose.

The Council feel more and more strongly that the maintenance of the high postal rates from the United Kingdom to the East, compared with the lower rates charged by Continental nations, is a serious economic evil—injurious alike to the Post Office and to British trade; and it appears to them highly injudicious that the British Post Office should maintain this exceptional position, when it is compelled, owing to its connection with the International Postal Union, to accept and convey by the English subsidised vessels, packets franked at the lower rate by foreign correspondents and competitors. This position of affairs the Council understand to be admitted, as also the further anomaly arising out of the partial acceptance of the Postal Union arrangements, that the Post Office is content to accept the sum of three-half pence as contribution to the expenses of carrying letters at the rate of 2½d. per half-ounce.

The Council are aware of your contention that even the present charges on postal matter sent to the East do not alone cover the actual expenditure on the maintenance of the mail service, but they fail to reconcile this argument with the fact that British correspondents have to pay a higher rate than foreigners for similar advantages; for it appears to the Council that if it is considered desirable to perform certain services for foreigners at a low charge, *a fortiori* British subjects should participate to an equal extent. If granting this benefit to British traders would entail a diminution of receipts, then the question would arise whether the concession ought to be withheld on what the Hongkong Chamber of Commerce aptly term such “narrow ground.” The Council firmly believe that it should not, and they are strengthened in this belief by the reduction which has been obtained by you of £95,000 in the contract for the Mail Service to India and the East, and the whole of which amount it would be, in their opinion, manifestly unjust to absorb in granting further facilities for mail communication with Australia only.

It has been suggested that failing any arrangements by the British Post Office, on its own account for the transmission of letters to the East at the rate of $2\frac{1}{2}d.$ per half-ounce, the Post Office might fall back upon its rights under the International Postal Union, to arrange for the carriage of its letters by foreign vessels, also working under the Postal Union, in such wise that the $2\frac{1}{2}d.$ rate might be attained by their assistance.

The Council, however, feel that such a suicidal policy would not find favour in your eyes, and that rather than suggest such an alternative to the public, you will find some more acceptable means of solving the difficulty.

Should you deem it expedient to remedy this, the Council feel warranted in assuring you of the earnest and unanimous support, not alone of British traders and British commercial Associations, but, also British commercial communities in the far East, and they trust that this extended support may assist you in seeking for the concession desired.

In conclusion, the Council would again express their belief, that the future utility and financial success of the British Post Office must rely upon the extent to which the charges for services rendered are reduced in a fair ratio to the augmentation and character of the business.

The Report of the Select Committee on Revenue Estimates, which they have before them, in re-stating this opinion, fully confirms it, and the Postal losses specifically mentioned by the Committee arise, in the Council's opinion, solely from the charges not being on a scale suitable to the nature of the transactions.—I am, &c.,

KENRICK B. MURRAY, Secretary.

GENERAL POST OFFICE, 3rd August 1888.

The SECRETARY of the LONDON CHAMBER of COMMERCE.

SIR,—The Postmaster-General, having had under consideration your letter of the 27th of July, concerning the postage charged on letters to the East, desires to assure the Council of the London Chamber of Commerce that he is fully alive to the importance of establishing cheap postal rates whenever the circumstances of the particular case admit of such a step.

Mr. Raikes cannot, however, ignore the necessity of proceeding with great circumspection in such a matter as that to which you have recalled his attention, and he does not consider the moment to have arrived when he could prudently recommend the reduction of the letter postage to India, &c., from $5d.$ to $2\frac{1}{2}d.$

No longer ago than last February, the Postmaster-General pointed out in the House of Commons that the measure now urged on him by the Council of the London Chamber of Commerce, was properly one for the consideration of the Chancellor of the Exchequer, and that the present postage rates on letters for the East leave a considerable deficiency between the expenditure and the receipts under this head,

which has to be made good out of the general revenues of this country, of India and of the Eastern Colonies.

The Chamber of Commerce naturally regards this question from the point of view of the trader rather than from that of the State at large; and, on this ground the Postmaster-General cannot join the Council in regarding as apt an expression which you cite from a letter of the Hongkong Chamber of Commerce.

In that communication, the avoidance of a diminution of postal receipts is held to be a narrow ground on which to maintain the present rates of postage. But it would be more just to say that the premature demand for reduction is made on narrow grounds.

That demand is made avowedly in the exclusive interests of the trading section of the community. Strictly speaking, the interests concerned are those of the comparatively small section writing letters to the East; while the diminution of receipts would involve a loss, not to be borne by that section in particular, but by the taxpayers in general.

The Postmaster-General does not follow the Council of the London Chamber of Commerce in finding in the report of the Select Committee on Revenue Departments Estimates an argument for the reduction of postage urged by the Council.

Seeing indeed, that diminution of receipts differs but little from increase of expenditure, this demand comes rather within the category of "demands for increased and unprofitable expenditure," which convinced the Committee that it was "their duty to call attention to the fact that the Department of the Postmaster-General, in all its branches, is a vast Government business, which is most likely to continue to be conducted satisfactorily, if it should also continue to be conducted with a view to profit, as one of the revenue-yielding departments of the State." It does not follow from this that the time will not come when a combination of circumstances will render proper and natural the reduction of postage advocated in your letter of the 27th of July; but Mr. Raikes cannot for a moment doubt that the time for this has not yet arrived.—I am, &c.,

H. BUXTON FORMAN, for the Secretary.

No. 689 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 29th August 1888.

To the SECRETARY of the LONDON CHAMBER of COMMERCE.

DEAR SIR,—I am instructed by the Committee of this Chamber to hand you herewith copy of a memorial* which this Chamber, acting on a suggestion of the Association of Chambers of Commerce of the United Kingdom, has addressed to His Excellency the Viceroy, on the subject of the excessive postal rates charged on correspondence to and from India and the United Kingdom.—I am, &c.,

S. E. J. CLARKE, Secretary.

* See page 378.

BOMBAY CHAMBER OF COMMERCE, *9th January 1889.*

The SECRETARY of the LONDON CHAMBER of COMMERCE,
London.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge, with thanks, the receipt of your letter of the 30th November 1888, together with the copies of the correspondence which accompanied it, on the subject of Eastern Postal Rates. The matter has already had the attention of this Chamber, and I am directed to wait upon you with the enclosed copy of a letter which my Committee addressed to the Bengal Chamber of Commerce in reply to a communication received from them on the subject in August 1888. From it you will perceive that it is the opinion of this Chamber that under the peculiar conditions attending postal communications between England and India, it is questionable whether a reduction in rates of postage would be recouped by a proportionate increase in the number of letters, and as the postal service is at present carried on at a loss the Chamber does not consider it advisable, in the existing position of Indian Finance, to ask Government to forego any source of revenue, however small.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX S.

MAINTENANCE OF A SUBSIDIZED MAIL SERVICE WITH ZANZIBAR.

No. 3102.

BOMBAY, POSTMASTER GENERAL'S OFFICE, 19th May 1888.

From A. U. FANSHAWE, Esq., Postmaster-General, Bombay, to the
SECRETARY, Chamber of Commerce, Bombay.

SIR,—I have the honor to request the favor of an expression of the views of the Chamber on the question of maintaining a subsidized mail service with Zanzibar in the interests of the Indian trade with that place.

2. Since 1872 the B. I. S. N. Company has received a subsidy from the Home Government for a four-weekly service between Aden and Zanzibar. The present contract will expire in September of this year and it has yet to be decided whether the policy of subsidizing a line of steamers for the conveyance of the Zanzibar mails shall be continued. The first contract with the B. I. S. N. Company began in 1872 and ended in 1882, and it was not at first the intention of the Home Government to renew the contract although ultimately this was done. I now append to this letter for the information of the Chamber a memo drawn up at that time by Surgeon Major Robb, who had for some years managed postal matters at Zanzibar, which may be found of interest. It will be noticed that he states that the Bombay Chamber of Commerce has previously moved in the matter of postal communication with the East Coast of Africa.

3. The trade between Zanzibar and the ports of this Presidency during 1886-87 was 55 lakhs of exports and 43 lakhs of imports according to the administration report for that year. Some part of this is carried, during the season from November to May, by native craft belonging to the ports of Cutch and Kathlawar, and the rest, I imagine, mainly by the B. I. Steamers and the steamers of the Sultan of Zanzibar, which during the last two years have been running direct between Bombay and Zanzibar with some regularity. Correspondence from Zanzibar for India is chiefly sent by these latter steamers. From statistics specially recorded last year it was found that an average number of 10,000 letters were brought direct to Bombay by the Sultan's steamers, as compared with 3,000 carried from Zanzibar to Aden by the B. I. steamers for India. The bulk of the correspondence, however, for Zanzibar is sent *via* Aden mainly because the dates of departure of the Sultan's steamers from Bombay are not generally known, and not, I think, properly advertized. The rates of postage for articles carried by the direct steamers are inland rates and letters are charged in addition with one anna each as "ships letters."

4. Whether the Sultan's steamers can be relied on as likely to continue to run, and to run regularly, is open to doubt. It is understood that the line owes its origin to a caprice on the part of the late Sultan and that it is not a financial success. Probably, however, the Chamber will be able to express an opinion whether the nature and extent of the trade with Zanzibar will not render it probable that there will always be opportunities for sending and receiving mails either through Aden or direct, should the present subsidy to the B. I. S. N. Company be discontinued. I should add that the mails for Mozambique are also sent by the B. I. Steamers though there is an alternative line by the French packets from Aden.—I have, &c.,

A. U. FANSHAWE, Postmaster-General.

BOMBAY CHAMBER OF COMMERCE, 6th June 1888.

A. U. FANSHAWE, Esq., Postmaster-General, Bombay.

SIR,—I have, by direction of the Committee, to acknowledge the receipt of your letter No. 3102 of 19th ultimo, asking for the views of the Chamber on the question of maintaining a subsidized Mail Service with Zanzibar.

2. In reply, I am directed to inform you that, having regard to the weighty political and commercial interests which England has at stake in Zanzibar and on the East Coast of Africa generally, the Committee of the Chamber are decidedly of opinion that it would be advisable to continue the existing subsidy paid by the Home Government for the service between Aden and Zanzibar.

3. They do not consider, however, that the revenues of India should be saddled with any portion of the cost, as communication with Zanzibar is at present fairly frequent by direct steamers from and to this port. Ultimately the progress of trade may demand a more frequent and regular service, and in that event it might be in the interests of this country to subsidize a direct mail line between Bombay and Zanzibar.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX T.

SUGGESTION FOR THE REDUCTION OF RATES CHARGED FOR "URGENT" TELEGRAMS.

No. 165 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

RESOLUTION.

Introduction of the "Ordinary" Class for State messages.

SIMLA, 14th July 1888.

READ again—

Resolution in the Public Works Department, Nos. 410-42-T., dated the 14th November 1881.

Read also—

Letter from the Comptroller and Auditor General, No. 133, dated the 19th April, 1887.

Circular in the Department of Finance and Commerce, No. 4278, dated the 24th August 1887, to the several Local Governments and Administrations, and to all Accountants General and Comptrollers.

Replies to the above—

From the Accountant General, Bengal, No. $\frac{T. M.}{585}$, dated the 7th September, 1887.

From the Accountant General, Punjab, No. $\frac{R. S.}{376}$, dated the 7th September, 1887.

From the Chief Commissioner, Ajmere-Merwara, No. 1110, dated the 9th September, 1887.

From the Comptroller, Hyderabad, No. 4058, dated the 7th September, 1887.

From the Accountant General, North-Western Provinces and Oudh, No. $\frac{T. A. D.}{10165}$, dated the 12th September 1887.

From the Government of the North-Western Provinces and Oudh, No. $\frac{1208}{XII-440-A.}$, dated the 14th September, 1887.

From the Accountant General, Bombay, No. $\frac{G.}{16162}$, dated the 16th September 1887.

From the Chief Commissioner, Coorg, No. $\frac{1666}{1837}$, dated the 15th September 1887.

From the Chief Commissioner, Central Provinces, No. $\frac{4789}{255}$, dated the 17th September 1887.

From the Chief Commissioner, Assam, No. 5570, dated the 17th September 1887, and enclosure.

From the Comptroller, Burma, No. $\frac{G.I.}{4}$, dated the 15th September 1887.

From the Comptroller, Assam, No. $\frac{8732}{8732}$, dated the 16th September 1887.

From the Government of Madras, No. 1002, dated the 12th September 1887.

From the Resident at Hyderabad, No. 372-G, dated the 20th September 1887.

From the Comptroller, Central Provinces, No. $\frac{G}{2995}$, dated the 22nd September 1887.

From the Accountant General, Madras, No. 2611, dated the 29th September 1887.

From the Chief Commissioner, Burma, No. 632-212-A, dated the 24th September 1887.

From the Government of the Punjab, No. 1826, dated the 25th October 1887.

From the Comptroller General, No. 1572, dated the 9th November 1887.

From the Government of Bengal, No. 57, dated the 12th January 1888.

From the Comptroller of India Treasuries, No. $\frac{2512}{T.A.}$, dated the 6th February 1888.

From the Government of Bombay, No. $\frac{I.T.}{439}$, dated the 3rd March, 1888.

OBSERVATIONS.—By the orders contained in the Resolution of November 1881, cited in the preamble, the Government of India introduced the present system of classifying telegrams, by which instead of being despatched simply in order of presentation at the Telegraph offices they receive preference for despatch according as they are paid for as "urgent," "ordinary," and "deferred." At the same time, it was directed that all State messages should be sent as "deferred," unless specially marked as "urgent" by the sender, and that no State message should be despatched as an "ordinary" message. In July 1887, however, from statistics showing the number of State messages classed as "deferred" and "urgent" during the five years ending 1886-87, it appeared that the percentage classed as "urgent" was very much greater in the case of State than of private messages. As this pointed to the withdrawal of the prohibition to send State messages as "ordinary," the opinions of the Local Governments and Administrations and of the Account Officers of Government were requested on the subject. They were asked to report

whether they considered that the proposed change would lead to economy, and whether they could suggest any effective check on the abuse of the discretion now allowed to public officers of classifying State messages as "urgent."

2. The opinions called for have now been obtained and considered; and the attention of the Government of India has been particularly drawn to the fact that in many cases State messages are sent as "urgent" merely to save the delay of a day which is presumed to result from sending them "deferred." Nothing is gained by sending such messages "urgent" which would not be equally secured if they were permitted to be sent "ordinary;" it has been consequently determined that the order which forbids the use of "ordinary" State messages shall be repealed.

RESOLUTION.—In future State messages may be classed as "urgent," "ordinary," or "deferred" at the discretion of the sender.

2. Without laying down any precise rules for the classification of telegrams, the following general principles are prescribed for the guidance of officers, who should also bear in mind the necessity for keeping the expenditure as low as possible:—

- (1) When it is not necessary that a reply (by post or wire) should be despatched within office hours of the same day, the message should be sent "deferred."
- (2) When it is considered essential that a reply should be sent the same day, the message should be sent "ordinary."
- (3) "Urgent" messages should be used only—
 - (a) in cases of real emergency;
 - (b) in cases where the despatching officer knows that the line is for any reason blocked, and considers his message sufficiently important to take precedence of ordinary traffic.
- (4) Telegrams should, except when extreme precision is important, be expressed in as few words as are consistent with clearly conveying the intended meaning; and mere auxiliary or connective words, which can obviously be filled in by the receiver, should be omitted.

3. As regards the check over expenditure, the Government of India, after consideration of the various opinions which have been expressed, does not consider it necessary to prescribe any further check than that of the ordinary controlling authority, who may at any time call upon a subordinate to justify any apparently large expenditure upon telegrams. The Government of India, however, invites the attention of Local Governments to the desirability of including telegraph charges within the contract system of contingencies as the best means of preventing extravagance and abuse of the discretion regarding classification conferred by these orders.

4. The orders contained in this Resolution will take effect from the 1st August 1888.

ORDER.—Ordered, that copies of this Resolution be communicated to the Departments of the Government of India and to the Local Governments and Administrations, noted in the margin, for information and guidance.

The Department of Finance and Commerce.
 The Foreign, Home, Military and Legislative Departments.
 The Department of Revenue and Agriculture.
 The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
 The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
 The Resident at Hyderabad.
 The Agents to the Governor-General for Central India, Rajputana, and Baluchistan.
 The Accountant General, Public Works Department.
 The Inspector General of Military Works.
 The Director General of Railways.
 The Consulting Engineers to the Government of India, for Railways, Calcutta, Central Division, and Lucknow.
 The Director General of Telegraphs.
 The Superintendent of Works, Simla Imperial Circle.

Also that the Resolution be published in the *Gazette of India*, and that copies be communicated to the Chambers of Commerce in Bengal, Madras, Bombay, Rangoon and Karachi.

R. C. B. PEMBERTON, Colonel, R.E.,
 Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 15th August 1888.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of 7 copies of Government Resolution No. 165 T of 14th ultimo, laying down for the guidance of Government Officers a series of well defined rules as to the class of telegrams they should make use of in despatching messages on the public service.

2. My Committee, while directing me to express their entire approval of the object and tenor of these regulations, are desirous of calling the attention of Government to the exceedingly high cost of telegrams in India as compared with other countries. A charge of Rs. 2 for an "urgent" and Re. 1 for an "ordinary" message of eight words while not perhaps absolutely prohibitive is nevertheless a serious tax on commercial operations, and even allowing for the great distances covered, will not bear comparison with the tariff of 6d. for 12 words in England, half a franc for 10 words in France, 60 pfennigs for 10 words in Germany and 6d. for 10 words in Australia.

3. Fully appreciating as they do the importance at the present juncture of adopting no measure which would adversely affect the Imperial revenues, the Committee of the Chamber are still of opinion that, as an initial step towards

a general reduction, the cost for "urgent" messages might fairly be reduced to Rs. 1-8 without materially reducing the net receipts from that class of message, and they are even inclined to the belief that lower rates all round would, by the increased business they would attract, lead ultimately to the more profitable working of the department.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 199 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

SIMLA, 30th August 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 15th August 1888, suggesting a reduction of the Inland Telegraph Tariff.

2. In reply, I am to point out that experience does not bear out the impression of the Chamber of Commerce that lower rates all round would lead to greater profit. It has been found that whereas in the 5 years before the great reduction in the tariff made in 1880-81, there had been an increase of 55·7 per cent. in the number and 34 per cent. in the value of messages transmitted, in the 5 years subsequent to that reduction the increase was 48 per cent. in the number and only 17·6 per cent. in the value. Although there has been a considerable increase, of late years, in the earnings of the Telegraph Department, that increase has been partly due to the larger number of telegraph messages despatched by Government officers and partly to the great increase in the number of offices opened, which has more than doubled. In fact the increase in the revenue from private Inland Messages is disappointing, and by no means commensurate with the largely increased facilities, which, at a heavy expense, have been afforded to the public during the last few years.

3. In the 2nd paragraph of your letter, reference is made to the tariffs in force in Europe and Australia which are said to be very much cheaper than the Indian tariff. I am to remind the Committee that the rates quoted in that paragraph are charged on the address as well as on the body of the telegram, whereas in India addresses which are sometimes voluminous are not charged for at all. The result is that for "deferred" messages, the actual average charge is '598 of an anna, which at present rates is hardly more than a half-penny, and that in spite of the fact that the distances traversed by these messages are vastly greater than in the countries with which your comparison is made.—I have, &c.,

W. B. MEDELEY,
Under-Secretary to the Government of India.

BOMBAY TELEGRAPH OFFICE, 21st June 1888.

The PRESIDENT, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I beg to inform you that the Director General of Telegraphs has ordered an increase in the rates of Foreign Telegrams on account of the fall in exchange.

The rate to the United Kingdom and to other countries in Europe is increased by three annas a word, and the rates to other continents proportionately. A revised tariff will shortly be issued. The increased rates take effect from the 1st proximo. Could you kindly post up this notice or otherwise arrange for its being made generally known to the mercantile community of Bombay.—Yours, &c.,

J. J. ALLEN,
Superintendent in Charge.

CIRCULAR.

BOMBAY CHAMBER OF COMMERCE, 22nd June 1888.

I am directed by the Committee to intimate for the information of members of the Chamber of Commerce, that the Superintendent of the Government Telegraphs has informed the Chamber that, with effect from the 1st proximo, the rate for telegrams to the United Kingdom and other countries in Europe, will be increased by three annas per word, and that there will be a proportionate increase in the rates to other continents.

JOHN MARSHALL, Secretary.

APPENDIX U.

PROPOSAL FOR THE OPENING OF CURRENT ACCOUNTS BY THE GOVERNMENT TELEGRAPH DEPARTMENT WITH THE PUBLIC, FOR COST OF TELEGRAMS.

No. 1221

BOMBAY, 29th February 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—The Government Telegraph Office decline to open accounts with the public for the cost of messages, and insist upon the money being paid at the time of transmission which means the sending of loose cash by puttawallas, a risk which is highly desirable should be avoided.

The officials here seemingly are powerless, and it has occurred to us that as the Director-General of Telegraphs, Mr Leppoc Cappel, will be in Bombay next week on his way home by mail of the 9th instant, the Committee of the Chamber should address him on the subject suggesting that on a cash or Government Paper deposit being made by mercantile firms an account could be opened and adjusted in such way as he might decide—say a statement rendered weekly when a cheque could be sent for the amount.—Yours, &c.,

p.p. EDWARD BATES & Co.
JAMES DICKSON.

BOMBAY CHAMBER OF COMMERCE, 3rd March 1888.

Messrs. EDWARD BATES & Co.

DEAR SIRs,—I have submitted to the Committee of the Chamber your letter of 29th ultimo, suggesting that the Director-General of Telegraphs should be approached for the purpose of arranging that mercantile firms and institutions should be granted the privilege of keeping accounts with the Government Telegraph Department, to obviate the necessity of sending cash with each message when despatched. The Committee have given the matter careful consideration, but they are not disposed to recommend any departure from the present system of stamps for the payment of telegraphic charges. By purchasing stamps in advance the necessity of sending cash by messengers is done away with, and stamps at the same time afford Government by far the cheapest and most efficient means of collection and check, available.—I remain, &c.,

JOHN MARSHALL, Secretary.

APPENDIX V.

PROPOSED CHANGE IN THE FORM OF BULLION CERTIFICATES.

No. 4161 of 1887-88.

PAPER CURRENCY DEPARTMENT,
BOMBAY, *27th January 1888.*

From the COMMISSIONER of PAPER CURRENCY, Bombay, to the
SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward copy of a letter from the Head Commissioner of Paper Currency, No. 314, dated 4th instant, in regard to a proposed change in the form of Bullion Certificates, and to request that I may be favoured with the opinion of the Chamber in the matter.

The question raised was whether the payment of Bullion Certificates instruments which are not negotiable under the Negotiable Instruments Act, to persons other than the payees named in the documents was legally valid, the prevailing practice being to send these documents to this office blank endorsed, and payment being as a matter of fact made to a person not named either in the document or on the reverse. There appear to be difficulties in the way of making the documents negotiable, and the Head Commissioner suggests alternative proposals which I beg to forward for the consideration of the Chamber of Commerce.—I have, &c.,

A. COTTERELL TUPP,
Commissioner of Paper Currency.

No. 314.

CALCUTTA, *4th January 1888.*

From the HEAD COMMISSIONER of PAPER CURRENCY, Calcutta, to the
COMMISSIONER of PAPER CURRENCY, Bombay:

SIR,—In reply to your letter No. 3270, dated the 25th November last, I have the honor to state that, I am advised that the present form of bullion certificates is not a negotiable instrument and that as the Act does not provide for the issue of certificates in a negotiable form there is considerable difficulty in making them so.

It is suggested that they might be issued payable to the holder in which case they would pass by delivery, but I have ascertained that,

in Calcutta at least, such a form would be considered unsafe and would not be liked by the public.

It has never in Calcutta been the practice to treat these documents as negotiable, and no inconvenience has been felt; the certificates are often paid into a Bank blank endorsed and when tendered for payment, the receipt of the person tendering them and receiving the money, is taken; to this there seems to be no objection; in rare cases I understand application is made for the issue of a fresh certificate in a new name, but this is most unusual.

I request you will enquire whether any inconvenience is anticipated from refusing the receipt or blank endorsement of the person to whom the certificate is issued, in the latter case, the receipt of the person receiving payment being added, or whether it is desirable to arrange a system for issuing fresh certificates on payment of a small fee or whether a form payable to the holder would be liked in Bombay.—I have, &c.,

E. GAY, Head Commissioner.

BOMBAY CHAMBER OF COMMERCE, 13th February 1888.

The COMMISSIONER OF PAPER CURRENCY, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4161 of the 27th ultimo, asking for the opinion of the Chamber regarding a proposed change in the form of bullion certificates. Having ascertained the views of the bankers and other members of the Chamber mainly interested in this matter, I am directed to inform you that the general opinion seems to be that the present system of bullion certificates has hitherto worked satisfactorily; but if any change is made it would be advisable to make payments by crossed cheques on the Treasury. This system would entail some slight additional work but would certainly minimise the danger to the Currency office of paying, as at present, on blank endorsed receipts.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX W.

OUT-PUT OF SILVER FROM THE AUSTRALIAN MINES.

BOMBAY CHAMBER OF COMMERCE, *29th August 1888.*

The SECRETARY, CHAMBER of COMMERCE, Melbourne.

DEAR SIR,—I am directed by the Committee to enquire whether you would be so good as to favor this Chamber with any information at your disposal as to the value of silver produced and exported from the Colonies.

Judging from current report the extent of the out-put of silver from the Australian mines will shortly be, if it has not already become, an important factor in the world's supply of the metal, but owing doubtless to the fact that it is mostly exported in the form of ore, of which it forms a mere percentage, there appears to be great difficulty in arriving at even approximate estimates.

If your Chamber can throw any light on the subject my Committee will esteem it a favour, and they desire me to express their thanks in anticipation for the trouble which the enquiry may entail.—I am, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, MELBOURNE, *28th September 1888.*

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter of the 29th August asking for information as to the value of silver produced and exported from the Australian Colonies, and I have much pleasure in enclosing a return which I have obtained from the Secretary of the Broken Hill Proprietary Company (the greatest producers in the Colonies) and from the Australian Smelting and Refining Company, Limited, the only other Company whose production is large enough to be worth quoting. The latter Company purchases ore from a number of small producers who are not in a position to erect smelting furnaces of their own.

APPENDIX V.

The figures given as the production of the last half-year may be taken as representing what is likely to be the rate of out-put for probably another year, but after that date we may look for a considerable increase as large concentrating works for the treatment of the poorer class of ores are about to be constructed, or are in course of being so, and it is expected that a number of mines which are now unable to treat their ores profitably will, with these improved facilities, be placed in a remunerative position.

You will see that your Committee are under a wrong impression in supposing that our silver is mostly—or indeed to an appreciable extent—exported in the form of ore.—I am, &c.,

G. COWDEROY, Secretary.

BULLION EXPORTED BY THE BROKEN HILL PROPRIETARY COMPANY, LIMITED.

DATE.	ORE TREATED.	BULLION OBTAINED.	FINE SILVER.	LEAD.	Average of Fine Silver per ton.
	Ton. cwt. qr. lb.	Ton. cwt. qr. lb.	Oz.	Ton. cwt. qr. lb.	
Total for Half-year 31st May, 1888	38,759 8 3 26	6,823 19 3 5	1,633,737	6,273 19 2 15	41'06
„ ending 25th Nov., 1886	10,397 0 2 0	2,017 11 3 0	571,665	1,990 17 3 0	83'83
„ 1887 2nd June,	18,410 16 3 0	2,861 12 3 0	835,526	2,836 7 1 0	45'38
„ 1887 1st Decm.	28,799 18 0 25	6,550 9 2 17	1,267,699	6,511 13 3 12	44'11
Silver obtained from ore disposed of to Barrier Ranges Association and Intercolonial Smelting Company before the Company's smelters were started	.....	.....	180,209	.....	...
	97,397 4 1 23	18,253 13 3 22	4,788,836	18,112 18 1 26	47'31
Total to 20th Sept., 1889.	30,304 1 2 11	5,672 7 1 15	1,330,203	5,631 13 0 1	
	127,701 9 0 6	23,926 1 1 9	6,119,039	23,744 11 1 27	

* Value of 6,119,039 oz.: Silver 1,172,815 16 2
 „ 23,744 tons lead 308,672 0 0
 £ 1,481,487 16 2

BULLION EXPORTED BY THE AUSTRALIAN SMELTING AND REFINING COMPANY, LIMITED.

Silver 345,661 oz.: Value 75,000 0 0
 Lead 1,519 Tons „ 20,000 0 0
 £ 95,000 0 0

APPENDIX X.

IMPROVEMENT IN THE CLEANING OF WHEAT.

CIRCULAR.

BOMBAY CHAMBER OF COMMERCE, 15th March 1888.

I am directed by the Committee of the Chamber to circulate for the information of members, and for the favor of opinion, the accompanying copy of a letter which has been addressed to a number of the firms interested in the wheat trade between Bombay and Liverpool.

If the conditions of the proposed terms of contract are not such as commend themselves to exporters from this side, the Committee will be prepared to make a representation on the subject to the directors of the Liverpool Corn Trade Association.

JOHN MARSHALL, Secretary.

(Copy.)

No. 123 of 1888.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED,

LIVERPOOL, 15th February 1888.

DEAR SIRS,—I am instructed to hand you the annexed copy of a Resolution adopted at a recent meeting of the Standards Committee of this Association, and to ask whether, in the event of its being confirmed by my Directors, you would be prepared to make contracts on the basis indicated by the Resolution.—Yours, &c.,

JOHN HANNAY, Secretary.

COPY OF RESOLUTION.

“That no standards of choice or No. 1 White Bombay Wheat be made up for the coming season, but that the words “Liverpool Standard,” as applied to these descriptions, shall mean :—

- (a).—“*In the case of Choice White Bombay*:—Wheat containing not less than 93 per cent. of Soft White Club Wheat, and not more than 4 per cent. of Soft and Hard Red, nor more than 3 per cent. of dirt, seeds and grain other than Wheat ; and
- (b).—“*In the case of No. 1 White Bombay*:—Wheat containing not less than 85 per cent. of Soft White Club Wheat, and not more than 12 per cent. of Soft and Hard Red, nor more than 3 per cent. of dirt, seeds and grain other than Wheat.

BOMBAY CHAMBER OF COMMERCE, *20th April 1888.*

The SECRETARY, LONDON CORN TRADE ASSOCIATION.

DEAR SIR,—At a General Meeting of the representatives of firms engaged in the export wheat trade from Bombay, held under the auspices of the Chamber on the 9th instant, the following resolutions were adopted as the basis on which future contracts should be made for wheat shipped to Liverpool; and I am directed by the Committee of the Chamber to wait upon you with copies of these resolutions and at the same time to add that as shippers from Bombay are anxious to improve the quality of Indian wheat, they hope your Association will be willing to join the Liverpool Trade in limiting the refraction on shipments from Bombay to 2 per cent.—I am, &c.,

JOHN MARSHALL, Secretary.

RESOLUTIONS.

- I.—That the refraction on “Choice” and No. 1 Club Wheat shipped to Liverpool shall be fixed at not over 2 per cent.
- II.—That the admixture shall not exceed in “Choice” 6 per cent. of other than Soft White, and in No. 1, 13 per cent. of other than Soft White.
- III.—That a copy of the resolutions passed to-day be sent to the London Corn Trade Association by the Chamber, adding that as shippers are anxious to improve the quality of Indian wheat they hope the London Association will be willing to limit the refraction on Bombay wheat to 2 per cent.

BOMBAY CHAMBER OF COMMERCE, *20th April 1888.*

The SECRETARY, LIVERPOOL CORN TRADE ASSOCIATION, LD.

SIR,—I am directed by the Committee of the Chamber to wait upon you with copies of resolutions passed at a meeting of firms interested in the export wheat trade from Bombay, held under the auspices of the Chamber, to discuss the proposals regarding standards accompanying your circular letter of 15th February. My Committee trust that the Directors of your Association will see their way to adopt the slightly modified terms which have been approved by the trade here. The only differences from the basis

which your Association has laid down consists in "choice" being allowed an admixture of 6 per cent. of other than Soft White in place of the 4 per cent. Soft and Hard Red proposed by you ; and in the case of No. 1, 13 per cent. of other than Soft White in place of 12 per cent. of Soft and Hard Red, the refraction in both qualities to be 2 per cent. instead of the 3 per cent. proposed. The general feeling of the trade here is that with these alterations business would be much more practicable than on the percentages suggested by your Association, and the reduction in the refraction would have the tendency to produce a cleaner article which there seems little doubt is obtainable here if a proportionate price can be got for it from buyers on your side.—I am, &c.,

JOHN MARSHALL, Secretary.

LONDON CORN TRADE ASSOCIATION,

2, LIME STREET SQUARE,

LONDON, E. C., 11th May 1888.

To the SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your favor of the 20th ultimo, which has been laid before the East Indian Grain Committee, and the Members having given your request full consideration, direct me to say, in reply, that as no demand has been made on the part of buyers to alter the terms of the existing form of contract for Indian Wheat, and as there is a difference of opinion on the subject on the part of sellers, the Committee does not see its way to carry out the Resolutions adopted by your Chamber of Commerce.—I am, &c.,

M. J. CRADOCK, Secretary.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED,

CORN EXCHANGE,

LIVERPOOL, 12th July 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am instructed to inform you that your letter of 20th April has been carefully considered by my Directors, and that, in order to meet your views as far as possible, they have adopted the following as the analysis of the Liverpool standards of Bombay Wheat :—

• (a).—*For Choice White Bombay Wheat :—*

Not less than 93 per cent. of Soft White Club Wheat.

Not more than 5 per cent. of Soft Red and Hard Wheat,

and not more than 2 per cent. of dirt, seeds and grain other than Wheat ; and

(b).—*For No. 1 Bombay Wheat :—*

Not less than 85 per cent. of Soft White Club Wheat.

Not more than 13 per cent. of Soft Red and Hard Wheat, and not more than 2 per cent. of dirt, seeds and grain other than wheat.

They do not see their way to reduce the percentage of White Wheat in the standard of "choice," more especially as contracts have been made on the basis of 94 per cent. of White Wheat.—I am, &c.,

H. ALBRIGHT, Acting Secretary.

No. 1767 of 1888.

POONA, 9th October 1888.

From the DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—From a newspaper cutting it appears that some time during the year at a meeting of the firms interested in the wheat trade the following resolutions regarding refraction were adopted :—

I.—That the refraction on "choice" and No. 1 Club Wheat shipped to Liverpool, shall be fixed at not over 2 per cent.

II.—That the admixture shall not exceed in "choice" 6 per cent. of other than Soft White, and in No. 1 Club, 13 per cent. of other than Soft White.

III.—That a copy of the above resolutions be sent to the London Corn Trade Association, adding that as shippers are anxious to improve the quality of Indian wheat, they hope the London Association will be willing to limit the refraction to 2 per cent.

2. I have therefore the honor to request that you will be so good as to favour me at your early convenience with the date of the meeting referred to above, and a few details about the effects the resolutions may have produced on the general wheat trade. Please also add if the London Association has approved of the resolutions and consented to act up accordingly.—I have, &c.,

ICHHARAM B.,
For Director, Land Records and Agriculture.

BOMBAY CHAMBER OF COMMERCE, 17th October 1888.

The DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1767 of the 9th instant, which has been submitted to the Committee of the Chamber.

In reply, I am directed to inform you that the meeting to discuss the action of the Liverpool Corn Trade Association in regard to standards of Bombay wheat, was held in the rooms of the Chamber on 9th April last, at which the resolutions, embodied in your letter, were adopted, and, in due course, passed on to the Corn Trade Associations of London and Liverpool. I beg to hand you copies of correspondence on the subject, and you will see from the replies received that while the Committee of the London Association did not see their way to carry out the wishes of the Chamber, the Liverpool Association agreed to adopt the recommendation regarding the analysis to be fixed in contracts for Bombay wheat, with the exception only of the percentage of Soft Red and Hard Wheat in "choice" which, you will observe, the Chamber asked should be put at 6 per cent. but the Liverpool Association have fixed at 5 per cent.

The Committee of the Chamber are not prepared to say that there has as yet been any definite result from the adoption of the resolutions in question, but they hope the influence ultimately may be in favor of inducing greater care being paid to the cleaning of wheat for export.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1903 OF 1888.

POONA, 27th October 1888.

From the DIRECTOR, LAND RECORDS AND AGRICULTURE, Bombay, to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter dated 17th instant, I have the honor to request that, to enable me to ascertain with some accuracy as to how far the recent action of the Chamber in the matter of "refraction" would affect the trade in local wheat, you will be so good as to inform me at your early convenience whether any and if so what varieties of local wheat come under the terms "choice" and "Club No. 1" mentioned in the letter under reference.

I shall also be much obliged by your favouring me with information regarding the mercantile terms used to represent the different varieties and qualities of wheat in the form of the statement appended herewith. This will avoid future references in such matters.—I have, &c.,

J. MUIR MACKENZIE,

Acting Director, Land Records and Agriculture, Bombay

BOMBAY CHAMBER OF COMMERCE, 7th November 1888.

The DIRECTOR, LAND RECORDS and AGRICULTURE, Bombay.

SIR,—I am directed, in reply to your letter No. 1903, of 27th ultimo, to inform you that none of the wheat grown in the Bombay Presidency is sold under the descriptions of "choice" and "No. 1 White" or Club, both of these classes being applied to Pessy wheat produced in the Central Provinces and the Ghopal State.

2. In accordance with your request, I append a list of the different descriptions of wheat exported from Bombay with their native names and place of growth.—I have, &c.,

JOHN MARSHALL, Secretary.

Native Name.	Place of Growth.	Corresponding Class.
Ekdhanee Pessy ...	Central Provinces.	Choice white.
Do. ...	Ditto ...	No. 1 Club or No. 1 White.
Khabri ...	Ditto ...	No. 2 Club or No. 2 White. (very little known).
Semri Pessy ...	Ditto ...	Red Club.
Jabalpur Pessy ...	Ditto ...	Jabalpur wheat.
Saphed Moondy ...	Ditto ...	No special name, but mixed here with Jabalpur wheat or exported as Moondy wheat.
Lall Kutli ...	Ditto ...	Atbara and Hard Red.
Bunsi ...	Bombay Presidency ...	These qualities are exported under various names, each firm giving its own mark, but the general term is "hard yellow."
	Berars and Central Provinces ...	
Pilla ...	Ditto ...	
Laskari ...	Ditto ...	
Khandwa Pilla (bold hard yellow) ...	Khandwa and Indore ...	Exported as Hard Red.
Kata ...	Berars and Deccan ...	
Barhaghat ...	Ditto ...	
		This wheat contains many more Soft grains than the above, but has no special denomination.
Ahmedabad Pessy ...	Gujerat ...	Soft Red.
Akola Pessy ...	Berars ...	Ditto.

JOHN MARSHALL,
Secretary, Bombay Chamber of Commerce.

A P P E N D I X Y.

WHEAT STATISTICS FOR *BRADSTREET'S* JOURNAL.

BOMBAY, 8th May 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We beg to hand you the latest copies of *Bradstreet's*, a newspaper published in New York. This journal arranges to report the wheat stocks at the principal points throughout the world by cable, and is desirous of making their information reliable by including Indian stocks of wheat held at, say, Bombay, Calcutta, and Karachi. We have been requested to procure this information and telegraph it quarterly to New York, but fear there will be some difficulty in obtaining particulars, and will be deeply obliged if you can put us in the way of securing them.

Bradstreet's offer to reciprocate this service in any way that lies in their power. If members of the Indian grain trade would be glad to know what stock is held in Russia, Australia, or United States on 1st January, April, July and October, or if they would like the grand total of the wheat stock of the world, it will be cabled promptly as made up.

The cotton stocks and cotton crop reports made by *Bradstreet's* are probably of as wide interest as any referring to the United States crop (not excepting that of Government). They would, if desired, cable the points of interest from this report in return for the co-operation asked for as to getting the approximate total of the wheat stocks at the three ports named, four times each year.

Trusting you will see your way to assist us in this matter,—
We are, &c.,

H. BALLANTINE & Co.

BOMBAY CHAMBER OF COMMERCE, 14th May 1888.

MESSRS H. BALLANTINE & Co., Bombay.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of the 8th instant, and, in reply, am directed to inform you that they will be happy to supply for *Bradstreet's* journal the quarterly stocks of wheat at Bombay, Calcutta, and Karachi, provided they find, on enquiry, that the information is available.

I am in communication with Calcutta and Karachi on the subject, and shall communicate with you on receipt of replies.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 14th May 1888.

The SECRETARY, CHAMBER of COMMERCE, Calcutta, Karachi.

DEAR SIR,—My Committee having had an application from the proprietor of *Bradstreet's* journal—a well-known statistical publication in New York—for the quarterly stocks of wheat at the Indian shipping ports, say, Calcutta, Bombay, and Karachi, have decided, in the general interests of trade, to supply the information if possible. They have therefore directed me to enquire whether your Chamber could give the stocks of wheat in ^{Calcutta}_{Karachi} quarterly, say the 1st January, 1st April, 1st July, and 1st October. The figures would, no doubt, be somewhat approximate; but even if not quite exact, it would enable an interesting comparison to be made, and be of use to merchants on this side as well as to *Bradstreet's*.

I should of course supply you in return, with the total figures directly they were ascertained, and *Bradstreet's* promise to reciprocate with some information from their side, which I should also pass on to you as received.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 318.

KARACHI CHAMBER OF COMMERCE, 18th June 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter dated 14th ultimo, and, in reply, to inform you that this Chamber will be glad to co-operate in supplying the information asked for, as far as possible. From figures available, the stock of wheat in Karachi on 30th April was about 2,100 tons, the imports during the quarter ending 30th April being 6,450 tons, and the exports during same period 4,340 tons.

I shall on 30th June furnish you with the figures for that quarter, and similarly every quarter; and I shall be glad to receive any information you may be able to give my Committee on the subject.—I am, &c.,

A. N. NICHOLAS, Secretary.

No. 475 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 23rd June 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to thank you for your favour of 14th May last. My Committee are most willing to assist the proprietors of *Bradstreet's Journal*, but find extreme difficulty in arriving at trustworthy figures as regards the stocks of wheat and grain in Upper India. They will be glad if you will furnish them with some idea of the system likely to be pursued by your Chamber in obtaining the information required by Messrs. Ballantine and Co. with a view to seeing whether that system can be applied on this side of India.—I am, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 4th July 1888.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee to thank you for your favor of 23rd ultimo, in which you say you will be agreeable to assist this Chamber in furnishing *Bradstreet's Journal* with an estimate of the stock of wheat in Calcutta, quarterly.

The mode which you will probably find most convenient for arriving at an approximate estimate will be to select the point when the ready stock in Calcutta is at a minimum, and from that time up to the end of the quarter add on to the estimated stock the receipts from the districts, deducting the exports and estimated local consumption for the same interval. The first figures will no doubt be merely approximate, but in time it should be possible in this manner to arrive at a fairly correct estimate.

I do not quite follow your allusion to the stocks of wheat and grain in Upper India. All that is required is the stock of wheat in Calcutta, quarterly.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 4th July 1888.

The SECRETARY, CHAMBER OF COMMERCE, Karachi.

DEAR SIR,—I am directed by the Committee to thank you for your favor of 18th ultimo, in which you kindly intimate that you are agreeable to co-operate with this

Chamber in supplying stocks of wheat quarterly to *Bradstreet's Journal*, and I shall be glad to receive your figures to 1st instant as soon as possible.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 583 OF 1888.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA 20th July 1888.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—Your favor of 4th instant. I am to point out that there are no stocks of wheat kept at Calcutta, and that the stock at the Howrah sheds seldom exceeds the requirements of a week's shipment. The practice is to accumulate stock at up-country depots and to order quantities for shipment as necessity arises.

Further, as soon as the rivers are open large quantities of grain are brought into Calcutta by water, bagged and shipped, and it is in the opinion of my Committee impossible to ascertain the quantity of wheat which is thus water borne.

The imports and exports from Howrah do not thus in any way represent the stock of wheat, but only the actual quantity passing for export, by sea. The quantity going into local consumption is infinitesimal.—Yours, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th August, 1888.

MESSRS. H. BALLANTINE & Co., Bombay.

DEAR SIRS,—Since addressing you on the 14th May regarding the stocks of wheat at Calcutta, Karachi and, Bombay, which you are anxious to procure for *Bradstreet's Journal*, I have been, by direction of my Committee, in communication with the Chambers of Commerce of Bengal and Karachi and regret to find that, owing to shippers, stocks being retained up-country, there is no likelihood of obtaining reliable figures from either port. At Calcutta, the actual stock is limited to the quantity in transit or in course of shipment for the time being, and Karachi is practically on the same basis. No figures of stock therefore can be furnished that would be of the least interest to the trade except from this port; and I should thank you to inform me accordingly whether you consider it would be worth while making up statistics for Bombay alone.—Yours, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Z.

ARBITRATIONS HELD BY THE CHAMBER ON PIECE GOODS SOLD DIRECT TO UP-COUNTRY BUYERS.

BOMBAY, 24th November 1888.

TO JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—It has come to our notice that your Committee are in a measure assisting up-country traders in their direct business with England or the Continent by consenting to nominate Arbitrators in disputes which have arisen as to the execution of Indents, and we submit that in so doing the Committee are acting against the interests of the members of the Chamber.

It is now becoming a regular custom for travellers from England and the Continent to visit India for the purpose of obtaining orders which are worked direct through the medium of the Exchange Banks, and if these individuals know that in case of dispute they can rely on the services of the Bombay Chamber it is a positive incentive to the business, and as such we respectfully submit should be discouraged.

Hoping that your Committee will give this matter their full consideration.—We are, &c.,

LATHAM, ABERCROMBIE & Co.

BOMBAY CHAMBER OF COMMERCE, 1st December 1888.

Messrs. LATHAM, ABERCROMBIE & Co.; Bombay.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of 24th ultimo, remarking upon the results which you consider are likely to ensue from permitting arbitrations being held under the auspices of the Chamber on goods sold direct to up-country buyers without the intervention of importing firms in Bombay.

The Committee have given the matter their most careful consideration, and, in reply, direct me to say that while by extending the privilege of having disputes arbitrated upon

to others than members of the Chamber, some small degree of indirect assistance may be given to sellers in Europe endeavouring to work without the medium of local firms or Agents, they do not consider that by refusing to entertain such arbitrations they would in any appreciable degree restrict or diminish the extent of direct business. The Committee on the contrary incline to the belief that nothing they can do will prevent the gradual extension of such business, and that if this Chamber declines to permit arbitration, other means of settling disputes will be organised, while by granting arbitrations the Chamber will still to a certain extent keep in touch with, and retain some influence over, the trade.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX AA.

WEIGHTS AND MEASURES IN THE BOMBAY PRESIDENCY.

No. 323 of 1888.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 30th January 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, copy of a Resolution passed by this Government No. 322 of to-day's date, together with copies of the papers noted in the margin, and to request that you will be good enough to favour Government with the remarks and opinion of the Chamber on the points indicated in paragraphs 1 and 2 of the Resolution.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

No. 322.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 30th January 1888.

Memorandum from the Commissioner, S. D., No. 3405, dated 19th November 1887—Submitting a letter No. 2021, dated 1st November 1887, from Mr. W. P. Symonds, Acting Director of Land Records and Agriculture, who makes remarks and suggestions on the questions raised by the Collector of Dharwar in a memorandum accompanying his letter No. 4280, dated 14th November 1882, regarding the variations in the measures of capacity used in the Dharwar District; and recommends one standard capacity measure for the whole Presidency; the Commissioner recommending that both the letters above mentioned be printed and circulated for the opinions of District Collectors and the Chambers of Commerce, Bombay and Karachi, before further action is taken in the matter.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 21st October 1887—Submitting, with reference to Government letter 2990, dated 28th September 1887, the opinion of the Chamber of Commerce, Bombay, on the best mode of rectifying the discrepancy which exists between the standard weights of one and five Bombay sers.

Letter from the Director of Land Records and Agriculture, No. 1931, dated 1st November 1887—Submitting his opinion on the question raised in Government Resolution No. 2989, dated 28th September last, regarding the weights of the Bombay ser.

Memorandum from the Director of Land Records and Agriculture, No. 2178, dated 5th December 1887—Submitting a letter No 885, dated 26th November last, from Mr. W. P. Symonds, who offers some remarks on the subject of the weight of the Bombay ser in continuation of his letter No. 1931, dated 1st November last, addressed by him to Government when he was officiating as Director of Land Records and Agriculture.

RESOLUTION.—The papers submitted with the memorandum of the Commissioner, S. D., No. 3405, should be printed and circulated to the Commissioners of Divisions and in Sind, all Collectors in the Presidency, the Municipal Commissioner and the Commissioner of Police, Bombay, the Chairman of the Port Trust and the Chambers of Commerce, Bombay and Karachi, for favour of their remarks and opinion on the suggestions contained in paragraphs 13 to 16 of Mr. Symonds' report.

2. Copies of Mr. Symonds' letters of the 1st and 26th November 1887 on the subject of the standard measures of weight for Bombay together with copies of Government Resolution No. 2989 of 28th September 1887, referred to therein, should also be sent to all the officers and public bodies mentioned in paragraph 1 for favour of any remarks and suggestions they may wish to offer especially as to the desirability of introducing a uniform standard of weights throughout the Presidency.

J. DE C. ATKINS,

Under-Secretary to Government.

To

The Commissioner in Sind,
 The Commissioner, N. D.,
 The Commissioner, C. D.,
 The Commissioner, S. D.,
 All Collectors, including the Collectors and
 Deputy Commissioners in Sind,
 The Municipal Commissioner for the City
 of Bombay,
 The Commissioner of Police, Bombay,
 The Chairman of the Port Trust, Bombay,
 The Secretary to the Chamber
 of Commerce, Bombay,
 The Secretary to the Chamber
 of Commerce, Karachi.

With copies of the
 papers mentioned in
 paragraphs 1 and 2 of
 the Resolution and of
 Government Resolu-
 tion No. 2989, dated
 28th September 1887.

By letter.

No. 2021 of 1887.

POONA, ^{1st}/_{14th} November 1887.

From W. P. SYMONDS, Esq., Acting Director, Land Records and Agriculture, Bombay, to W. H. PROPERT, Esq., Commissioner, S. D.

SIR,—With reference to the correspondence ending with Mr. Crawford's letter No. 1871, dated 13th July 1885, I have the honour to address you regarding the questions raised by the Collector of Dharwar in his letter dated 14th November 1882, in which he pointed out the variations in the capacity ser in use in various parts of the Dharwar District, and to ask that, if you approve of the proposals which I have to make, you will forward this letter to Government for such action as may seem desirable.

2. The Collector of Dharwar says that in 1845 an attempt was made to remove the variations in the ser in use in the district by the introduction of a standard ser of capacity containing 136 rupees weight of water. In 1848 Government decided (letter dated 18th August,) that the standards prescribed in Bengal Regulation VII. of 1833 should be observed, viz., the ser of 80 tolas of 180 grains, and the capacity ser containing 80 tolas weight of water. These standards were accordingly introduced in 1849, and, in order to utilize the existing measures, a band or hoop was added to the 136 tolas ser so as to make its capacity 160 tolas weight of water, or twice the prescribed ser. This double ser became the recognized Dharwar ser. In 1852 standard brass measures, presumably accurate, were supplied by the Military Board, but these are said to be not forthcoming, and the ser with the band or hoop has apparently remained the standard down to the present time, and the discrepancies now complained of are due to it. The band or hoop is not perfectly water-tight, and a doubt seems to have arisen as to whether it was proper to test the measures with water. In 1862 a circular was issued, directing that a mixture of 9 sorts of grain should be used in testing the measures. This was apparently an old native plan ; but its advantages are not clear, since the kinds and relative quantities of the grains are not prescribed, and there are no data as to the relative weights of any of them. In 1868 Mr. Elphinstone tested by means of water the measures kept in the several taluka offices and those in use in the various taluka towns, and from the statement appended to his letter (dated 6th June 1878) it appears that the measure, which should contain 160 tolas of water, contained from 168½ to 180 tolas, the average being about 173, while the quarter measure contained from 40 to 45 tolas. The measures in use follow closely, as a rule, those in the taluka offices. In 1882 Mr. Middleton made a careful and exhaustive examination of the standard measures in the district, and the results are embodied in the memorandum accompanying the letter referred to in paragraph 1 above. The measures were tested by weighing the amount of rice contained, first, by exact or struck measure and, secondly, by heaped measure. The dimensions in inches of the various measures are also stated. The weight of grain in tolas contained by the Dharwar or double ser varies, according to the locality, from 114 to 141½ tolas by exact measure, but the average seems to be about 133. By heaped

measure the weight varies from 124 to 152½ tolas, and the average is about 145. Taking the average weights of equal bulks of rice and of water to be as 7 to 9, which is near enough for present purposes, we find the weight of water to vary from 146 to 181 tolas, with an average of about 171. These results do not differ very greatly from the figures given by Mr. Elphinstone in 1868, but the two sets of figures do not show variations corresponding to the localities. Mr. Middleton's tests, however, have evidently been taken in a scientific manner, and may be regarded as accurate.

3. I will now analyze the Dharwar figures more minutely. The four measures tested ought properly, it may be presumed, to contain the following weights of water in tolas :—

Dharwar or double ser.	Half.	Quarter.	Eighth.
160	80	40	20

The average weight of a bushel of rice may be taken to be 62½ lbs., while the weight of 8 gallons of water is 80 lbs. The corresponding weights in rice will, therefore, be :—

125	62½	31½	15½
-----	-----	-----	-----

Now, besides the ordinary iron or wooden measures, Mr. Middleton found brass measures at some of the taluka offices, and the weights of the rice held by them are given as follows :—

Gadag ...	64	32½	15½
Ranebennur ...	63½	31	
Kod 62½	32½		

These figures show that the brass measures are very nearly correct, and they also show that there is no real difficulty in prescribing a standard. Some of the other measures approximate closely to these, as follows :—

Ranebennur 126	63½	31	15
----------------	-----	----	----

(But there is an iron measure here giving) —

78

Hangal, measures marked E I O 1847—

124½	63½	32	15
------	-----	----	----

and another set, marked the same—

124½	64	31½	15½
------	----	-----	-----

Dharwar, Huzur Kacheri measures, made at the factory—

125¼	63½	31½	
------	-----	-----	--

On the other hand, the other measures at Dharwar are :—

135	66½	33½	17½
At Gadag ... 141½	69	34½	17½
At Kod ... 114	78		

This 78 measure is marked, like the correct Hangal measures, E I O 1847, and so are the following :—

Kalghatgi ... 136	66½	32½	16½
Karajgi ... 140	68½	33½	17½

It is thus clear that the measures marked E I O 1847 vary greatly, and it appears that all the variations in the measures in use in the Dharwar District are due to the clumsy way in which these standard measures were made. If they were really made by the addition of

bands or hoops to old measures, no further explanation is necessary. On the other hand, if the brass measures, which appear to be those supplied by the Military Board in 1852, had been retained exclusively, as the standards, the variations in the measures in use would have been small. It is remarkable that the Natives appear to have adopted at once the prescribed standards, and the variations in the measures may be said to be wholly due to the action of the authorities prescribing new standards without taking steps to provide accurate measures and to see that the local measures did not deviate from the standards laid down. It is obviously now the duty of the authorities to remedy this state of things, by supplying correct standard measures to all the taluka offices, and taking steps to see that they are adopted. Mr. Middleton has mentioned in paragraphs 6 and 21 of his memorandum (dated 14th November 1882) the measures which are required, and I will refer to them again presently.

4. Mr. Middleton's report was circulated to the other Collectors in the Southern Division, and it will be useful to notice the state of the measures as reported to exist in the other districts. The measures have been tested with a mixture of 9 sorts of grain. There are no data for determining the specific gravity of such a mixture, but it may be assumed to be a little heavier than the rice used at Dharwar. If the weight of the water contained by the correct standard measures be represented in tolas as before :—

160	80	40	20
-----	----	----	----

then the corresponding weights of the mixture of grain may be assumed to be about—

128	64	32	16
-----	----	----	----

From Ratnagiri the following figures are reported. The figures for the double ser have been obtained by dividing by 2 those given for the pail. The pound has been taken as 39 tolas :—

128	$63\frac{1}{2}$	$31\frac{1}{4}$	$15\frac{1}{2}$
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The figures are for Vengurla, the first in the statement. The copper measures tested at 9 stations vary from—

125	$63\frac{1}{4}$	$32\frac{3}{8}$	$16\frac{1}{2}$
-----	-----------------	-----------------	-----------------

at Khed to—

$128\frac{1}{2}$	$63\frac{1}{4}$	$32\frac{1}{4}$	$16\frac{1}{2}$
------------------	-----------------	-----------------	-----------------

at Malvan. At Ratnagiri the ser rises to—

$65\frac{1}{4}$

The wooden measures at Chiplun and Guhagar give the following results—

110	$66\frac{1}{2}$
$110\frac{1}{4}$	$63\frac{1}{4}$

The figures for this district show clearly that new standard measures, the same as at Dharwar, are much needed, and that their introduction will occasion little or no derangement of local custom.

5. In the Bijapur District the figures are as follows, taking first the talukas north of the Krishna :—

Bagevadi...	$03\frac{1}{2}$	$32\frac{3}{8}$	$16\frac{1}{2}$
Muddebihal	65	$31\frac{3}{16}$	$16\frac{1}{2}$
Hungund...	66	$32\frac{1}{2}$	17

These are evidently approximations to the correct standard. These measures were supplied by Government in 1849, but they cannot be considered sufficiently accurate.

At Bijapur, two measures, said to have been received from Satara in 1854, are as follows :—

62	31½	16
----	-----	----

But the Collector says that larger measures are used in the bazaar. The necessity for supplying accurate standard measures, as recommended for Dharwar, is clearly shown.

6. In the talukas south of the Krishna different measures occur. These appear to be similar to the 78-tola ser which, as has been mentioned, occurs at Ranabennur and Kod in Dharwar, along with the correct brass measures :—

Bagalkot .. 153	74½	36½	18½
Badami ... 154½	74½	36½	19½
Hungund... 156½	79½	37½	17½

7. These figures are also similar to those reported from the Belgaum District, which are as follows :—

78	38½	18½
----	-----	-----

The maxima and minima reported from Belgaum are :—

78½	39	19½
77	37½	18

There is also a smaller measure of 9½.

The variations in the Belgaum ser are thus small, but the smaller measures do not correspond properly with the larger measures. It would be very advantageous to assimilate the measures to those in the surrounding districts, and this can only be done by supplying the standard measures recommended for Dharwar. The present Belgaum ser would then be reduced by about one-fifth. It is probable that the Native States in the Southern Maratha Country would also consent to adopt the standards. The readiness with which the standards prescribed by the authorities have always been adopted by the Native community is very noticeable, and as the existing measures have their origin in the action of the authorities, it is clearly our duty to take steps to remove the existing discrepancies. The ser, which contains 78 tolas of grain, probably arose out of the order of Government in 1848 that the ser should contain 80 tolas of water, supplemented by a local order that the ser should contain 80 tolas of a particular mixture of grains, instead of water. The resulting measure is obviously too inexact to be accepted as a standard, and the only course is to substitute a ser of definite capacity. It is useless to tell the people how to test their own measures. Local measures can only be tested by comparing them with authoritative standards, and the first thing necessary is obviously to ensure the correctness of these standards.

8. I regret that there are no figures for Kanara before me.

9. With the view of removing variations in local measures it has been proposed to introduce the Act referred to in these papers as Sir John Strachey's Act, *i.e.*, Act XXXI of 1871. This Act prescribes as the units of weight and capacity respectively, calling both a ser, the Kilogramme and the Litre. The latter contains between 85 and 86 tolas of water. The adoption of this Act has been several times recommended, but Government have declined to move in the matter (Government Resolutions, Nos. 2125, dated 13th July 1878, and 674, dated 17th March 1879). No one who has studied the subject will, I think, again ask for this Act. It has practically remained

a dead letter since the adoption, by the railway companies, of the maund of 40 sers of 80 tolas ; and, however convenient the metrical system may be for scientific purposes, its inconvenience for purposes of every-day life and the impossibility of adapting it to the measures in use, have effectually prevented its extension in this country as well as in England, where the system was legalized a few years before (27 and 28 Vic., Cap. 117). The length adopted for the metre has been found to be purely arbitrary and incommensurable with any previously known length, and the divisions by tenths is insufficient. Local measures are often those which the experience of many years has shown to be most useful, in practice, and any reform in these matters must, in order to be successful, take fully into account whatever merit there may be in existing practices.

10. It has been proposed that the sale of grain by weight, instead of by measure, should be made compulsory. This was suggested in 1875 by the Traffic Manager of the Bombay Port Trust Bandars, and in 1885 it was resolved to make an attempt to introduce this reform into the Central Provinces, on the basis of the railway freight tariff of the maund of 80 sers. For wholesale transactions, when grain has arrived at the stage of enclosure in sacks, sale by weight is of course more exact and will always find favour without need of official encouragement ; but when a small quantity of grain is wanted out of a store in a grain-dealer's shop, or when grain is on a threshing floor, or loose in the hold of a ship, then measurement will always be resorted to, simply because it is handier, and to make weighing compulsory on such occasions would be neither desirable nor feasible. The weight of a given bulk of grain will always be an uncertain quantity, but this does not matter in the least, so long as the measures used are of standard capacity. On certain occasions people want a certain bulk of grain, irrespective of its weight, and they have a right to get it.

11. It has also been suggested that struck measures should be made compulsory. Here again there is no reason for interfering with custom. The people think the heaped measure safer, because they see the grain poured from a height and heaped up as much as possible ; whereas in striking off the top the measurer may make a hollow in the grain and defraud the purchaser. If the measures are properly made, the weight by heaped measure will be in a very nearly constant ratio to that by exact measure. The diameter of the apertures of the measures must vary as the cube roots of the cubical contents.

12. Act XXXI of 1871 is still the only Act relating to weights and measures in this country ; and as the Act has not been, and probably never will be put in force, a difficulty has arisen in the taking of any action by Government with a view to the removal of local variations. It appears, however, that Section 20 of Regulation XII of 1827, Chapter XIII of the Penal Code, and Section 153* of the Criminal Procedure Code give sufficient powers for preventing the use of false weights and measures (Legal Remembrancer's letter dated 28th February 1881, in preamble of Government Resolution (General) No. 784, dated 7th March 1881). But the provisions of the Penal Code cannot be enforced unless standard measures are kept by

*(381 in 1881)

the Magistrates. The Commissioner in Sind observed in 1878 that it was not merely impolitic, but illegal, not to keep standard measures (letter in preamble of Government Resolution (General) No. 2125, dated the 13th July 1878. That false measures should be kept in Government offices, as in Dharwar, and that the people should thereby be abetted in fraud, the provisions of the Penal Code made wholly inoperative, and confidence in commercial transactions much weakened, in direct consequence of the action taken by the Government authorities, is a state of things calling for urgent and immediate reform.

13. The reform needed is the supply of accurate measures of the 4 sizes mentioned by the Collector of Dharwar, to be made in brass at the Mint, to all the taluka and mahal offices, and the issue of a proclamation by the District Magistrate calling attention to the fact that all persons using, making, or selling measures that do not correspond in capacity and aperture with the standard measures are liable to be proceeded against under Chapter XIII of the Penal Code. To encourage the making and keeping of correct measures, persons might be allowed to have their measures stamped with a Government stamp at the kacheri on payment of a fee of one anna. This cannot at present be made compulsory, but Government have decided that there is no objection to the system being maintained optionally (Government Resolution (General) No. 1675, dated 7th May 1885, and previous Resolutions). Measures are probably manufactured at a few places only, and the makers would be glad to pay an anna for a Government stamp, which would enhance by several annas the value of a measure. Steel types for stamping might be supplied from the Mint, as was done on a previous occasion (Government Resolution (General) No. 3607, dated 29th October 1881). The stamp might be—V. I., 1888.

14. It is essential that the standard measure to be kept in Government offices should be supplied from the Mint, and that no attempt should be made to procure them locally. Their preparation will involve some intricate measurements. Mr. Middleton in paragraph 6 of his memorandum (dated 14th November 1882) has given the dimensions of the three brass measures supplied by the Military Board in 1852, and the figures appear to be correct. A fourth measure should also be supplied, as mentioned in Mr. Middleton's paragraph 21, but, for the reasons given at the end of paragraph 11 above, it is essential that the depth and diameter should be equal. The required measures are thus as follows :—

Denomination.	Contents in cubic inches.	Height and diameter in inches.
1. Double ser holding 160 tolas of water...	114.0784	5.2566
2. Ser holding 80 tolas water	57.0392	4.1721
3. Half ser holding 40 tolas water... ..	28.5196	3.31114
4. Quarter ser holding 20 tolas water	14.2598	2.6283

(Note.—27.7274 cubic inches of pure water at 62° Fahr. Barometer 30 in., weight 1 lb. av.)

15. A complete set of these standard measures should be supplied to each taluka and mahal office in the Southern Division. When local measures are compared with them, water should not be used, but any kind of grain common in the locality should be taken; and the amounts held by the standard and by the local measure, first by struck and second by heaped measure, should be weighed against one another. If the results of both weighings agree, the local measure is correct. No testing by water should be attempted locally: this operation can only be done properly at the Mint. But a record should be kept of the weight of each kind of locally grown grain which the measures contain both by exact and by heaped measure.

16. Of the 4 measures No. 1 is the Dharwar ser, Nos. 2 and 4 are together very nearly equal to the present Belgaum ser, Nos. 2 and 3 would together nearly represent the Poona ser, and Nos. 3 and 4 would together represent the capacity ser of Bombay. These standards might thus be introduced universally, whether the ser be considered to be always of the capacity of 80 tolas of water or not. The district Collectors and the Chambers of Commerce might perhaps be consulted regarding the assimilation of the standards. It is scarcely necessary to refer to the great advantages of introducing an uniform standard throughout the Presidency, and the capacity ser of 80 tolas of water, like the weight ser of 80 tolas, is unquestionably the most convenient, as it is the best known and most widely spread, of all the standards that have been suggested. It has another advantage, that of simple comparison with the English bushel, already referred to in paragraph 3 above. A ser of grain will weigh exactly the same number of tolas as a bushel of the same grain will weigh pounds. I have &c.,

W. P. SYMONDS,
Acting Director, Land Records and Agriculture, Bombay.

APPENDIX.

Scale of Weights as adopted by Railway Companies.

180 grains	make 1 tola.
80 tolas	„ 1 ser.
40 sers	„ 1 maund.
20 maunds	„ 1 candy.

Note.—The lb. avoirdupois is 7,000 grains or 38 $\frac{2}{3}$ tolas. Therefore the maund is 82 $\frac{2}{3}$ lbs.

Capacity measures recommended for universal adoption—

(Note.—The standard weight of water is—an Imperial gallon weighs 10 lbs.)

Measure containing—

1 ser of water	is 1 capacity ser.
4 capacity sers	make 1 paili.
12 pailis	„ 1 maund (capacity).
20 maunds	„ 1 candy (capacity).

Note.—For the capacity maund to be equal to the weight maund, a capacity ser of the commodity weighed will weigh 66 $\frac{2}{3}$ tolas, which is about the average weight of a heaped ser of grain.

W. P. SYMONDS,
Acting Director, Land Records and Agriculture, Bombay.

No. 4280 OF 1882.

DHARWAR COLLECTOR'S OFFICE,
DHARWAR, 14th November 1882.From J. R. MIDDLETON, Esq., Acting Collector of Dharwar, to the
COMMISSIONER, S. D

SIR,—The diversity between the standard measures of capacity kept in the different offices in this district having been brought to my notice, I have had all the measures brought

Standard measures of in and tested in my presence. I append a memorandum showing the results of my capacity—Diversity of. enquiries and I trust that you will press upon Government the importance of supplying a set of accurate and reliable measures to each of the Mamlatdar's and Mahalkari's offices as well as to this office. The benefit to the public will more than compensate for the cost.

At present prosecutions for using false measures break down, because there are no reliable measures, and I am not even certain that the standard measures which were made in 1874 and are now in this office are quite accurate. If the law cannot be enforced to prevent the use of inaccurate measures, all uniformity will be at an end.—I have, &c.,

J. R. MIDDLETON, Acting Collector.

MEMORANDUM REGARDING THE STANDARD MEASURE OF CAPACITY FOR
GRAIN IN DHARWAR DISTRICT.

1. Read correspondence in the file "Weights and Measures, 1825—1853."

2. In 1845 a standard measure equal to 136 tolas weight of pure water was introduced.

3. In 1849 the Bengal ser measure equal in capacity to the bulk of 80 tolas weight of water was introduced as the standard.

4. This measure being smaller than the 136-tola measure introduced in 1845 A. D., a hoop was added to the latter to make its capacity equal to 160 tolas weight of water or double the authorized standard, and this double ser became known as the Dharwar ser.

5. The Bengal ser equal in capacity to 80 tolas of water having been introduced into various districts, Government in 1852 supplied standard measures to the Collector of Dharwar, and probably to the Collectors of other districts, in which the same standard had been adopted in order to ensure accuracy and uniformity.

6. The measures which were supplied were :—

	Contents in Cubic Inches.	Height and Diameter.
A ser measure holding 80 tolas weight of distilled water	57.0392	4.1721
A half ser measure holding 40 tolas weight	28.5196	3.3114
A quarter ser measure holding 20 tolas weight	14.2598	2.6283

The diameter of each measure was equal to its height. These measures are not in this office, and it is not known what became of them.

7. Before these measures were supplied by Government the standard had been introduced into the district and measures had been made to hold 160 tolas weight of water (the Dharwar ser) or 80 tolas (the Bengal ser). The measures cannot have been made with any accuracy. Distilled water could not be got; the temperature at which it was to be weighed does not appear even to have been prescribed, and what was of far greater importance, the shape of the measures was not specified. There is nothing on record to show that the measures kept as standards in the taluka kacheris were tested by comparison with those received from Government.

8. The standard measure was determined by the weight of water it held, but in measuring grain, heaped measure always is and always has been used. Two measures of different shape might hold equal quantities of water but different quantities of grain by heaped measure and *vice versa*.

9. In 1861 and 1862 it was brought to notice that the measures in use varied in capacity and that measures holding equal quantities of water did not hold equal quantities of grain by heaped measure. It was also found to be impossible to test measures by weighing the water they contained, because many of them were not water-tight. This can easily be understood when it is remembered that measures to contain 160 tolas had been made by adding a hoop to the top of the old measures containing 136 tolas. An order was then given that grain might be used in testing them. The old Native standard was a measure which would contain a certain weight of a mixture of 9 different sorts of grain, and this standard was retained in Belgaum where the opposition to the introduction of the standard determined by the weight of water was so strong that it was abandoned. When the order, therefore, was given that grain might be used in testing the measures, a misunderstanding appears to have arisen that the standard Dharwar ser should contain 160 tolas weight of mixed grain. The correspondence on the subject is all in the vernacular and is not very clear, but no order was given that the standard measure should contain a certain weight of grain. The intention apparently was to allow measures to be tested by seeing whether they held the same quantity of grain which the so-called standard measures in the taluka kacheris held.

10. In 1865 a question having arisen as to what should be considered to be the standard ser in determining the compensation to be paid to sepoys when prices of grain were high, Mr. Reid directed that a measure which held 80 tolas weight of "Shejji" grain by exact and not by heaped measure should be adopted.

This order was given for a special purpose, but it must have tended to strengthen the supposition that the standard of measure was determined by the weight of grain and not by the weight of water.

11. Although there is general uncertainty on the subject it is clear that the standard determined by the weight of water and introduced in

1849 has never been altered, but heaped measure instead of exact measure has always been used for grain.

12. In 1874, a set of brass measures was made at the Dharwar Factory. They were made in accordance with verbal orders, and there is nothing on record regarding them except that they were paid for. These measures, namely a Dharwar ser, a half ser and a quarter ser, are now in this office. I have no instruments sufficiently accurate to measure decimals of an inch, but from a rough measurement it appears that the half ser is the same as the Bengal ser mentioned in paragraph 3, the Dharwar ser is double of it, and the quarter ser is the same as the Bengal half ser.

13. I recently made enquiries as to what standards were kept in the talukas. Some of the Mamlatdars reported that the standard measures contained certain weights of water, while others said they were determined by the weight of grain. As great uncertainty prevailed, I sent for all the standard measures in the taluka and petha kacheris and I have tested them.

14. These so-called standard measures are very roughly made and consequently cannot pretend to be accurate. Some are not water-tight. In many of them the diameter is not the same throughout. The lips are irregular in form, and different measurements of the one measure give different results. I have no instruments for measuring small dimensions with great accuracy, but I have taken the depth and diameter of each measure as carefully as I could. I have also tested the capacity of all the measures by weighing the grain which they hold by exact measure and the Dharwar sers by heaped measure. For this purpose I used a small quantity of rice, and as the measures were tested with the same grain the result may be taken as showing with fair accuracy the comparative capacities. These results, together with the height and diameter of each measure, are shown in the appended statement. The irregularity in shape explains why a measure, which according to the dimensions given ought to contain more, sometimes in reality holds less than another. In some talukas there are more than one set of standard measures.

15. Some of the measures are stamped E.I.C. 1847. These must have been made before 1849 when the present standard was introduced but they must have been altered as described in paragraph 4, although the date on the stamp was not corrected.

16. Although the East India Company was dissolved long ago it is still the custom to stamp the letters E.I.C. 1 as the Government mark on measures which are brought to the kacheris to be tested. Some other mark should be prescribed.

17. The appended statement shows the difference between the standard measures in different talukas. These are the measures by which traders get their measures regulated and by which measures are tested when a prosecution for using false measures is instituted. The evils which arise from having standard measures of different capacities are obvious. For instance, the Hangal trader, who has got a Dharwar ser measure tested at Hangal Kacheri and holding 137 tolas weight of grain by heaped measure, runs the risk of being punished for

using too small a measure if he uses it in selling grain in the adjoining taluka of Karajgi where the standard holds $15\frac{1}{2}$ tolas weight, while he may be punished for using too large a measure if he uses it in buying grain in the adjoining taluka of Kod, where the standard holds 124 tolas only.

18. Another evil which arises from the use of heaped measure is that the half ser is not equal to half of the full ser, nor is the quarter ser equal to a quarter. The diameter of the Dharwar ser measure and of the Dharwar half ser, *i.e.*, the Bengal ser measure, being the same, the additional quantity obtained by the use of heaped measure is the same for both instead of being double in the one case as compared with the other. The quarter ser is not much used for measuring grain, neither is the half ser or Bengal ser, but they are sometimes used and they are inaccurate. Two halves are not equal to one whole, neither are 4 quarters.

19. In 1879 Mr. Elphinston urged the adoption of a uniform system of measures of capacity in this district, but Government in their Resolution No. 674, dated 17th March 1879, declined to take any steps in the matter.

20. It would be exceedingly difficult to introduce the system of measurement by exact measure instead of by heaped measure, and I do not advocate it. The importance, however, of having a uniform standard (whatever it may be) throughout the district is so great that I would strongly urge upon Government to supply accurate sets of measures from the Mint for this office and for the Mamlatdars' and Mahalkaris' offices. It is only reasonable that for the public benefit Government should keep a standard set of measures at each of these offices.

21. The measures to be kept should be those specified in paragraph 6 and also a double or Dharwar ser containing 160 tolas weight of distilled water. Its contents would be 114·0784 cubic inches, its diameter would be 4·1721 inches, and its height would be double the diameter. This is the measure, which since 1849 has been recognized as the Dharwar ser, and it is used with heaped measure as the measure for grain. These measures would be correct for liquids. The use of heaped measure for grain makes them relatively incorrect, but although this is an evil, it is not much felt, because grain is always measured by the Dharwar or double ser and not by half or quarter sers.

22. The difference between the standard measures in the kacheris is very great, but the difference between the measures in use throughout the district is probably not so great, because measures are chiefly manufactured at Hubli and tested there before being distributed for sale.

Unless reliable standards are provided, the local differences will increase and will become confirmed by custom.

At present the enforcement of the use of the Dharwar ser specified above for measuring grain would be popular. It is the recognized measure, but the want of reliable standards makes it difficult to obtain a conviction against a man for using false measures.

J. R. MIDDLETON, Acting Collector.

Statement showing the Results of a comparison of the Standard Measures of Capacity in Dharwar District.

From what office.	DHARWAR OR DOUBLE SER.			BENGAL OR HALF SER.			QUARTER DHARWAR SER.			ONE-EIGHTH DHARWAR SER.			
	Weight of grain in Tolas.		Diameter in inches.	Height in inches.	Weight of grain in Tolas by exact measure.	Diameter.	Height.	W.ight of grain in fl. las by exact measure.	Diameter.	Height.	Weight of grain in Tolas by exact measure.	Diameter.	Height.
	By exact measure.	By heaped measure.											
Huzur Kacheri. Made at Factory	125½	136	4½	8 9/16	63½	4 3/16	4½	31½	3 5/16	3½	17½	2 9/16	3 2/8
Dharwar	135	146½	4 5/16	8	66½	3 13/16, but lower down the diameter is less. 3½	6 5/16	33½	3 1/16	4 11/16			
Devar, Hubli Petha	136½	147	4 5/16, but smaller below.	8½	67		5½	34	3	5 1/16	16	2½	2½
Hubli	136½	146½	4 7/16	8 7/16	68½	3½	6 3/16	34	3	4 13/16	17½	2 7/16	3½
Navalgund	129½	139½	4 5/16	8½	68½	3½	5½	32	2 13/16	4½	16½	2½	3½
Nargund	137	149½	4 9/16	7 15/16	63½	4 13/16	4½	32½	3½	3 5/16	16½	2½	3 11/16
Gadag	141½	152½	4 7/16	8 11/16	69	3½	6 1/16	34½	3	5	17½	2½	3 11/16
Gadag brass measures.	139½	151	4½	8 11/16	64	4 3/16	4 3/16	32½	3 5/16	3½	16½	2½	3 11/16
Mundargi Petha	126	134½	4 5/16	7 13/16	63½	3 9/16	5 9/16	31	2 15/16	4 9/16	15	2½	3½
Ranebennur	...	...	...	...	63½	4½	4½	31	3 5/16	3½	...	...	3 5/16
Ranebennur brass measures.	...	...	...	...	78	4½	4 9/16	...	...	...	...	...	...
Ranebennur spare iron measure.	...	...	...	...	...	...	...	...	...	...	...	...	...
Bankapur	137	149½	4 7/16	8½	67½	3 13/16	6	34	2 15/16	5 1/16	17½	2 7/16	3½
Hangal Stamped E.I.C., 1847.	124½	135½	4 11/16	7 11/16	E.I.C., 1847	3 9/16	5½	E.I.C., 1847	3	4½	15	2½	3½
Hangal do.	124½	137	4½	7 7/16	E.I.C., 1847	3 15/16	5½	E.I.C., 1847	2 13/16	4½	15	2 7/16	3½

Kalghatgi ..	...	E. I. C., 1847, 136	146½	4½	8½	E. I. C., 1847, 66½	3 11/16	5 15/16 E. I. C., 1847, 32½	2 15/16	4 3/16 E. I. C., 1847, 16½	2 7/16	3½
cc Karaigi ..	...	E. I. C., 1847, 140	151½	4 9/16	8 11/16 E. I. C., 1847, 68½	3 13/16	6 1/16 E. I. C., 1847, 33½	3	4½	E. I. C., 1847, 17½	2½	3 13/16
55 Kod...	...	...	124	4 1/16	8	E. I. C., 1847, 78	4 9/16	4 9/16 Brass measure, E. I. C., date illegible, 32½	2 15/16	...	...	...
Ron ..	...	...	147½	4 11/16	7 11/16 E. I. C., 1847, 78½	4 7/16	4 3/16	...	2 15/16	4 11/16 E. I. C., 1847, 16½	2 5/16	3½
	...	E. I. C., 1847, 132½	144	4½	8	E. I. C., 1847, 65½	3 13/16	5 7/16	...	E. I. C., 1847, 16	2 7/16	3 7/16
	...	E. I. C., 1847, 132½	143½	4 7/16	8 3/16 E. I. C., 1847, 66½	3½	5½	...	...	Brass, but no stamp, 16½	2 11/16	3 3/16
Savanur ..	...	E. I. C., 1847, 135	147	4½	8 5/16	No stamp, 66	3 11/16	5½	...	...	...	...
	...	E. I. C., 1847, 137½	149½	4½	9½	E. I. C., date illegible, 67½	3½	6	3 3/16	E. I. C., date ille- gible, 46½	2½	3 9/16

J. R. MIDDLETON,
Acting Collector.

Dharwar Collector's Office,
14th November 1882.

Statement showing the Results of a comparison of the Standard Measures of Capacity.

From what office.	DHARWAR OR DOUBLE SER.			BENGAL OR HALF SER.			QUARTER DHARWAR SER.			ONE-EIGHTH DHARWAR SER.			
	Weight of grain in lbs.		Diameter in inches.	Height in inches.	Weight of grain in lbs. by exact measure.	Diameter.	Height.	Weight of grain in lbs. by exact measure.	Diameter.	Height.	Weight of grain in lbs. by exact measure.	Diameter.	Height.
	By exact measure.	By heaped measure.											
Huzur Kacheri made at Factory ...	3-2115*	3-487*	4 1/2	8 9/16	1-6282*	4 3/16* Top 3 13/16, but lower down the diameter is less.	4 1/2	8076*	3 5/16*	3 1/16	4391	2 9/16	3 2/8
Dharwar ...	3-4615	3-7564	4 5/16	8	1-7051	3 1/2	6 5/16	8589	3	5 1/16	4102	2 3/8	
Devar, Hubli Petha ...	3-4935	3-7692	4 5/16 but smaller below.	8 3/8	1-7179	3 1/2	5 3/8	8782	3				
Hubli ...	3-4935	3-7564	4 7/16	8 7/16	1-7564	3 3/8	6 3/16	8717	3	4 13/16	4583	2 7/16	3 3/8
Navalgund ...	3-3173	3-5769	4 5/16	8 1/2	1-7532	3 3/8	5 1/2	8205	2 13/16	4 1/2	4198	2 1/2	3 1/2
Nargund ...	3-5128	3-8333	4 9/16	7 15/16	1-6217	4 3/16	4 1/2	8269	3 3/8	3 5/16	4166	2 1/2	3 11/16
Gadag ...	3-6185	3-9102	4 7/16	8 11/16	1-7692	3 3/8	6 1/16	8910	3	5	4423	2 1/2	3 11/16
Gadag brass measures...									3	5/16			
Mundargi Petha ...	3-5705	3-8717	4 1/2	8 11/16	1-6987	4 3/16	4 3/16	8333	3 5/16	3 3/8	4198	2 11/16	3 1/2
Ranebennur ...	3-2307	3-4455	4 5/16	7 13/16	1-6185	3 13/16	5 9/16	8717	2 15/16	4 15/16	3878	2 1/2	3 5/16
Ranebennur brass measures.	...	...	...	...	1-6282	4 1/2	4 3/8	7948	3 5/16	3 3/8	3846	2 1/2	...
Ranebennur spare iron measures					2 lbs.	4 3/8	4 9/16						...
Bankapur...	3-5128	3-8076	4 7/16	8 1/2	1-7307	3 13/16	6	8716	2 15/16	5 1/16	4423	2 7/16	3 1/2
Bangal Stamped E.I.C., 1847.	3-1891	3-4679	4 11/16	7 11/16	E.I.C., 1847.	3 9/16	5 1/2	E.I.C., 1847.	3	4 3/8	E.I.C., 1847.	2 7/16	3 3/8
					1-625	3 15/16	5 3/8	8205	2 13/16	4 1/2	3846	2 7/16	3 3/8
Bangal do	3-2019	3-5128	4 1/2	7 7/16	E.I.C., 1847.	3 15/16	5 3/8	E.I.C., 1847.	2 13/16	4 1/2	E.I.C., 1847.	2 7/16	3 3/8

Kalghatgi...	E. I. C., 1847, 3-4871	3-7564	4 3/8	E. I. C., 1847, 1-7051	3 11/16	5 15/16	E. I. C., 1847, 8333	2 15/16	4 3/16	E. I. C., 1847, 4230	2 7/16	3 3/8
Karajgi ..	E. I. C., 1847, 3-5-97	3-875	4 9/16	8 11/16	E. I. C., 1847, 1-7023	3 13/16	6 1/16	E. I. C., 1847, 8333	4 3/8	E. I. C., 1847, 4423	2 1/2	3 13/16
Kod ..	"	3-1794	4 1/16	8	2 1/16	4 9/16	4 9/16	2 15/16	4 3/8	.....	.....	.....
							Brass measure E. I. C., 1847, 1-7023	.....	.....	.....	.....	.....
							E. I. C., 1847, 2 lbs. Brass measure, 1-7023	4 9/16	4 3/8	.....	.....	.....
Ron ..	E. I. C., date illegible, 3-4134	3-7724	4 11/16	7 11/16	E. I. C., 1847, 2-0123	4 7/16	4 11/16	E. I. C., 1847, 8012	4 11/16	E. I. C., 1847, 4006	2 5/16	3 3/8
	E. I. C., 1847, 3-3910	3-6923	4 3/8	8	E. I. C., 1847, 1-6794	3 13/16	5 7/16	.....	.....	4102	2 7/16	3 7/16
	E. I. C., 1847, 3-3910	3-6794	4 7/16	8 3/16	E. I. C., 1847, 1-7115	3 3/8	5 3/8	.....	.....	Brass, but, no Stamp, 4232	2 11/16	3 3/16
Savanur ...	3-4615	3-7692	4 1/2	8 5/16	1-6923	3 11/16	5 3/8	.....	.....	E. I. C., date ille- gible, 4198	.....	3 9/16
	E. I. C., date illegible, 3-5352	3-8365	4 1/2	9 3/8	E. I. C., date illegible, 1-7403	3 11/16	6	.....	4 3/8	.....	2 3/8	.....

* 1 lb.=39 tolas.

J. R. MIDDLETON,
Acting Collector.

Dharwar Collector's Office,
Gadag, 22nd December 1892.

No. 1931 of 1887.

POONA, 1st November 1887.

From the ACTING DIRECTOR, Land Records and Agriculture, Bombay, to the ACTING CHIEF SECRETARY TO GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to submit my opinion regarding the question raised in Government Resolution No. 2989, dated 28th September 1887, regarding the weight of the Bombay ser. The point is whether the ser should be one-fortieth of the Bombay maund of 28 lbs. or whether it should be 28 tolas. Now, if the latter be correct, that is, if there be the same number of tolas in the ser as there are pounds in the maund, then there must also be the same number of sers in the maund as there are tolas in the pound. This gives at once the explanation of the discrepancy. The pound has been considered as the pound of 40 tolas, or 7,200 grains, instead of the ordinary Avoirdupois pound of 7,000 grains. The ser has been considered exactly $\frac{1}{40}$ of the maund of 28 pounds of 40 tolas each. In some respects the pound of 40 tolas is more convenient than the Avoirdupois pound, but not in the present case, because 28 lbs. Avoirdupois make 1 quarter, or quarter cwt., and the advantages of this exact weight are obvious. The ser should therefore be taken as $\frac{1}{40}$ of 28 lbs. Avoirdupois, or 4,900 grains ($27\frac{3}{4}$ tolas). This is the weight of 49 new quarter-anna pieces, I believe.

This maund has evidently been fixed to suit English custom. The native scale was probably something like this—24 tolas (of about 188 grains each) make 1 ser, 48 sers make 1 maund. But the natives will call almost anything a maund. It is a great pity that this weight of 28 lbs. Avoirdupois is not called a quarter, which it is, instead of a maund, which it is not. The proper maund for use in Bombay is the Indian maund as used by the Railway Companies, consisting of 40 sers of 80 tolas each. Its exact weight is $82\frac{3}{4}$ lbs. Avoirdupois. Either this or the cwt. is the proper standard of weight; similarly the ser should be the Indian ser of 80 tolas or 14,400 grains. The capacity ser should be a measure of standard dimensions holding a ser of distilled water at 60° Fahr.

I hope that Government will see fit to communicate this letter to the quarters to which the Resolution referred to was addressed, as it may tend towards the elucidation of a subject on which reform is much needed.—I have, &c.,

W. P. SYMONDS,

Acting Director, Land Records and Agriculture, Bombay.

 No. 885.

CAMP KEDGAON, 26th November 1887.

From W. P. SYMONDS, Esq., Second Assistant Collector, Poona, to E. C. OZANNE, Esq., Director, Land Records and Agriculture, Poona.

SIR,—While I was officiating in your appointment I addressed a letter to Government regarding the weight of the Bombay ser. I wish to add a few remarks in connection with the same subject.

2. The scale of weights from which the Bombay maund of 28 lbs. has arisen, is similar to the scale which is used up-country for weighing precious metals, *i.e.*, gold and silver. It thus corresponds to our troy scale. Opium is also sold by this scale by licensed vendors, and the scale has thus to a certain extent an official recognition :—

Goldsmith's Weights.

8 gunj, or rati, or raktika	...	...	...	= 1 masha.
12 masha (or 40 val)	...	...	...	= 1 tola.
24 tola	...	...	...	= 1 ser.
40 ser	...	...	...	= 1 maund.

If the tola be taken as a Government standard tola, *i.e.*, the weight of a rupee or 180 grains, we have the following :—

1 masha	...	...	...	= 15 grains.
1 goldsmith's ser	...	...	...	= 9 oz. Troy.
1 Goldsmith's maund	...	...	...	= 30 lbs. Troy.

In weighing opium, the tola is taken as the standard tola, but the tola ordinarily used by the people is heavier, the average weight seems to be 188 grains, and thus the average weight of the Bombay maund was originally about 26 lbs. Avoirdupois. This has been increased to 28 lbs. to make it equal to the English quarter cwt. There is no reason why the standard tola of 180 grains should not be universally adopted and the people would be perfectly willing to adopt it if proper steps were taken. But by making the maund 28 lbs. divided into 40 sers, and then attempting to divide the resulting ser into an even number of tolas, reform has been much impeded. The 28 lbs. weight should be divided into 28 lbs. For heavy weights the maund of 40 sers of 80 tolas should be retained, and the goldsmith's weights (masha, tola, ser and maund) as given above might be recognized.

3. The 40-tola pound, 35 of which make 36 lbs. Avoirdupois, is sometimes used, but its recognition is not recommended, because it is simpler and less likely to occasion mistakes to call the pound the pound and to call the 40 tola weight half the Indian ser.

4. In my former letter I pointed out that one-fortieth part of the maund of 28 lbs. (the origin of which I had not then ascertained) should be a ser of 4,900 grains. But this ser does not correspond with the native measure and has nothing to recommend it beyond the fact that it is the fortieth part.—I have, &c.,

W. P. SYMONDS,

Second Assistant Collector, Poona.

No. 2178 of 1887.

POONA, 5th December 1887.

Submitted to Government in continuation of this office No. 1931 dated 1st ultimo.

E. C. OZANNE,

Director, Land Records and Agriculture.

No. 2989.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28th September 1887.

Letter from the Commissioner of Police, Bombay, No. 3083—6, dated 30th June 1887—Forwarding among other papers copy of a letter No. 1945, dated 9th February 1887, from the Mint Master, Bombay, who brings to notice that the five-sers weight used in Bombay is not a correct multiple of the one-ser weight; states that the weight of one ser in Bombay is not 4,900 grains as laid down in calendars but is 5,040 grains, and that the weight of the five sers is not five times 5,040 but five times 4,900 or 24,500 grains; remarks that the latter number has been stamped on the five-sers weight and the number of $4,900 + 140 = 5,040$ has also been stamped on the one-ser weight; and enquires how it is the Bombay single ser has come to weigh 140 grains more than the amount laid down in calendars: the Commissioner observing that the serious discrepancy pointed out by General White as regards the standard weights of five and one sers will receive the attention which the extraordinary state of things would seem to call for; and adding that the existing arrangement affords every facility for fraud.

Memorandum from the Judicial Department of the Secretariat, No. 3842, dated 5th July 1887—Transferring the above.

Letter from the Chemical Analyser to Government, No. 865, dated 20th August 1887.

"I have the honour to acknowledge receipt of your letter No. 2430 of the 18th instant, with accompaniments (herewith returned). From these I gather that on examination at the Bombay Mint of certain standard weights submitted by the Commissioner of Police, it was discovered that the one-ser weights weighed 5,040 grains, while the five-ser weights weighed five times 4,900 grains. The question therefore at issue appears to be, what is the correct weight of the Bombay ser—is it 5,040 grains or 4,900 grains?

"In regard to this question it may be pointed out that the first of these two values for the Bombay ser, viz. 5,040 grains, is the exact weight of 28 tolas of 180 grains, while the second, viz. 4,900 grains is exactly $\frac{1}{40}$ th of 28 lbs. avoirdupois, the value usually assigned to the Bombay maund; For $7,000 \times 28 = 1,96,000$ and $1,96,000 \div 40 = 4,900$ Hence it seems possible that the discrepancy referred to has arisen owing to the one-ser weight having been made as exact multiples of the tola; while the five-ser weights have been constructed as exact sub-multiples of the Bombay maund.

"So far as I am aware the weight of the Bombay ser has not been defined by law, and from the above it would appear that differing customs have prevailed in respect to it, viz. (a) to consider it as exactly 28 tolas and (b) to consider it as exactly $\frac{1}{40}$ th of a Bombay maund of 28 lbs. avoirdupois. Which of these

two customs should be considered to be the established custom I am not in a position to decide."

RESOLUTION.—The discrepancy between the standard weights of one and five Bombay sers is one which must obviously be corrected, however it may have arisen.

2. But before passing final orders on the subject it is necessary to determine whether the Bombay ser should be deemed to be (a) exactly 28 tolas or (b) exactly $\frac{1}{10}$ th of a Bombay maund of 28 lbs. avoirdupois. On this question the opinion of the Chamber of Commerce should be invited and, with a view to elicit public opinion, copies of these papers should be placed in the Editors' Room.

J. DE C. ATKINS,
Under-Secretary to Government.

To

The Chamber of Commerce, Bombay (by letter).

The Editors' Table, Bombay.

The Branch Editors' Table, Poona, care of the City Magistrate Poona.

The Editor, *Dharwar Vritt*, Dharwar (for his own use and for the use of other Editors of Newspapers in Dharwar).

BOMBAY CHAMBER OF COMMERCE, 23rd February 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 323 of the 30th ultimo, requesting the opinion of the Chamber as to the desirability of introducing a uniform standard of weights throughout the Presidency.

2. The subject is having the attention of the Committee of the Chamber, but as it seems to them any movement of the kind to be serviceable should be universal throughout the country, they have deemed it advisable, before finally replying, to obtain the views of the other Chambers of Commerce. The Chamber has recently advocated the introduction of a legal standard of measurement for all India, and the Government of India might be disposed to deal with the question of measures and weights simultaneously.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 23rd February 1888.

The SECRETARY, CHAMBER OF COMMERCE, Calcutta, Madras, and Karachi.

DEAR SIR,—Under a reference from the Government of India regarding a proposal for the adoption of an uniform standard of weights throughout this Presidency, this Chamber has in contemplation the advisability of initiating a movement for a reform of the law regarding weights and measures throughout the whole of India. The matter is one of serious moment to all engaged in commerce, and before adopting a definite line of their own, my Committee would be glad to be favoured with your views. From the information they have at their disposal, there appears to be a considerable body of opinion in favour of the universal adoption of the scale of weights as used by the Railway Companies, namely:—

180 grains make	1 tola.
80 tolas „	1 ser.
40 sers „	1 maund.
20 maunds „	1 candy.

and there is no doubt a good deal to be said for a system which the usage of the railways have already widely familiarized, while the tola, which forms the basis of the scale, is well known in almost every part of the country. At the same time, as you are aware, the different Chambers of Commerce have advocated the adoption of the English yard of 36 inches as a standard of length, and there would doubtless be equal convenience in adopting the English system of cwts., qrs., and lbs., as standard weights. Except on the Continent of Europe, the lb. is now almost universally used as a unit of weight, and if any change is to be attempted from the present system it might be as easy to introduce it as the tola and its multiples of the ser, maund and candy. That the railways have already an established scale of their own goes for little in event of a change being deemed necessary, as they could with very little trouble effect the requisite change in their rates and mode of weighment. The main point to be kept in view, it appears to my Committee, is what will be ultimately of the greatest benefit to the trade of the country, and they will therefore be glad if you will, at the earliest convenient date, favour them with an expression of the opinions of your Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 932 of 1888.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 22nd March 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 323, dated 30th January last, I am directed to forward herewith for the favour of any remarks and suggestions the Chamber

Letter from Mr. W. P. Symonds, Second Assistant Collector, Poona, No. 258, dated 14th March 1888 with enclosures. may wish to offer, copies of the papers noted in the margin on the proposed adoption of one standard of weights and measures throughout the Bombay Presidency.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

Letter from Mr. W. P. SYMONDS, Second Assistant Collector, Poona, No. 258, dated 14th March 1888 :—

“ With reference to Government Resolution No. 322, dated 30th January 1888 (General Department), I have the honour to submit some further remarks regarding the standard ser.”

“ 2. My letter to the Commissioner, S. D., which was circulated with the above Resolution, was written on consideration of the reports of the Southern Division, which have also been printed, and at that time I had had no opportunity of making experiments in testing measure and weighing grain. I have now gained some further experience and desire to modify in one particular the proposals made in my former letter in order that the scheme for an universal standard may be more readily adopted in the various districts of the Presidency. As the Collectors may be now preparing to report in answer to the Resolution, I should be glad if Government would circulate this letter at an early date in continuation of the former papers.

“ 3. The standard ser containing 80 tolas of water I still advocate as the liquid ser. This ser is actually in use in Poona, Ahmednagar, and probably many other places for measuring liquids, but this fact in itself makes the natives unwilling to adopt the same measure of capacity for dry goods such as grain, because grain is much lighter than water. In order, therefore, that the natives may be readily induced to adopt the standard, I now recommend for the standard of dry measure a ser which contains by exact measure a ser weight of grain of standard weight. The maund of capacity will also be a vessel containing a maund of standard grain.

“ 4. I find that the standard weight of grain is '8 when water at 62° F (barometer at 30 inches) is unity. This corresponds to a weight of 64 lbs. to the bushel, or 64 tolas to the ser containing 80 tolas of water. Since 64 is to 80 as 80 is to 100, the standard ser I advocate for dry measure will contain 100 tolas of water, and its capacity will be thus one-fourth larger than the liquid ser.

" 5. 64, water being 80, is exactly the weight I assumed for the mixture of nine sorts of grain used in testing the measures in the Southern Division (paragraph 4 of the letter to the Commissioner, S. D.). In some other parts of the Presidency a mixture of five sorts of grain is used. The weight of every sort of grain and of any mixture of course varies very much, and no grain or mixture can be accepted as a standard, unless it be referred to an invariable standard, such as water of known density. But it is easy to show that the standard of weight which the natives aimed at in these mixtures of grain is almost exactly that which I now propose. I have tested a great many samples of grain with the aid of a choudrometer lent me by the Director of Land Records and Agriculture, and this instrument shows the weight of a certain bulk of grain when the same bulk of water weighs 80. The following are average results of experiments taken in the month of February with this season's grain. The grains are those commonly used for the mixtures, and they are mentioned in the order in which they are enumerated at page 101 of the Manual of Revenue accounts:—

I. Jovari ...	...	61	I. Bajri ...	...	63
Bajri ...	...	63	Rice ...	...	63
Wheat ...	...	63½	Wheat ...	...	63½
Sava ...	...	59	II. Turi ...	...	66
II. Mug ...	...	65½	Harbhara ...	...	64
Udid ...	...	67			
Math ..	...	68			5) 320
Vatana ...	...	65			
Masur... ..	...	64			Average... 64
		9) 576			
		Average... 64			

Different samples will vary as much as 5 on either side of the averages shown. Cereals (Class I.) generally weigh less than the average 64, while pulses (Class II.) weigh above it. The mixtures provide for nearly equal parts of grains above and below.

" 6. Ten experiments in Poona City with various sorts of grain gave the following results :—Average weight by choudrometer, 64·05 ; average weight of contents of ser by exact measure, 80·2 tolas. This shows that if grain be taken as 64, the Poona City ser contains 80 tolas weight as nearly as can be measured. (The average weight of the heaped ser is 93.)

" 7. This ser, which is now recommended for adoption, appears to be the same as the ser which I called in my former letter the 78 tola ser and which is the ser in use in Belgaum, in Bijapur, south of the Krishna and in several places in Dharwar. The 78 tolas probably correspond to 80 tolas of standard grain. At other places in Dharwar the ser in use is intermediate between this ser and the smaller ser containing 80 tolas of water. The Kanara ser seems to be nearly the same and the *paka* ser in Thana is exactly the same.

" 8. The Poona City ser is not however in use outside the Haveli Taluka of the district. The district ser is an approximation to the Ahmednagar ser. This appears to contain by exact measure 100 tolas weight of standard grain (125 tolas water), and a similar ser is in use

in Nasik and Satara, except that a lighter grain has been taken as standard.* The Ahmednagar ser is thus one-fourth larger than the ser now recommended. It is in use at Sirur, but in other towns of the Poona District the ser varies between the two sers, so that there are nearly as many sers in this district as there are market towns. I propose that all the sers be cut down to the Poona City ser. This can easily be done so that the measure in use can be utilised. The same course could be followed in the other districts mentioned above, and also in Khandesh and Sholapur where the ser appears to contain 160 tolas of water. From what I have heard while conducting experiments I believe that the people will accept the proposed reforms with the greatest satisfaction and will readily pay an anna for a stamp for every measure tested.

"9. In the appendix I have given details of the measures required. The cubical capacity and aperture being defined the shape is a matter of indifference and the native hour-glass shape is the most convenient for handling. The relative weights of standard grain and water may easily be remembered in the following way :—A bushel contains 64 pints, therefore *a pint of standard grain weighs one pound avoirdupois* : and a pint of water weighs a pound and a quarter. The ser now advocated would be exactly a quart if the pound were exactly 40 tolas.

"10. I find that it would be very costly to supply brass standard measures from the Mint to all taluka offices, and that moreover the way to use brass measures is not everywhere understood. I would therefore propose that a few complete sets of measures should be made at the Mint and copied in native fashion by native makers under strict supervision. Wooden measures, such as commonly used, could then be supplied to all talukas after being tested and stamped. The most important measures are the double ser, half ser, and one-eighth ser. The others might be dispensed with.

"11. Four sers make a paili and the number of pailis to the maund is a variable quantity. I have taken the number as 10, in order that the capacity maund may contain a maund weight of standard grain.

"12. The cylindrical measures of brass or copper containing 80 tolas of water which exist in many taluka offices will serve as standards of liquid measures. These measures are used for milk in many places. The ser and quarter ser are the measures chiefly used. The cylindrical shape may conveniently be retained for the liquid measures, and the aperture, which is immaterial, may conveniently be much smaller than the depth. The different shape and appearance will prevent confusion between the dry and liquid measures.

"13. As regards weights I have nothing further to propose. The goldsmith's ser of 24 tolas had better be abandoned, as we have enough sers without it. The only weight ser required is that of 80 tolas. In Bombay there seem to be seven or eight different sers, but the paka ser is nearly 80 tolas and might be assimilated to it. In Poona City the weight ser is 76 tolas, but this may be raised to 80 without difficulty, and if their capacity ser is universally adopted the Poona people should not object to changing their weight ser. In Sirur, as at

Ahmednagar, the 80 tola ser is in force and the weights are well regulated. At Sasvad the weight ser is $76\frac{1}{2}$ tolas, a sort of compromise as in the case of the capacity ser. English weights of 2 lbs. avoirdupois are in use in some places with a hollow scooped in the bottom to reduce the weight. Two lbs. contain $77\frac{1}{2}$ tolas, but the standard weight must contain an even number of tolas and the most convenient and widely spread number in use is 80."

APPENDIX.

Weights and measures proposed for universal adoption.

[NOTE.—The standard weight of water is—one pint weighs $1\frac{1}{4}$ lbs. avoirdupois, and of grain—one pint weighs 1 lb. The pint contains $34\cdot65923$ cubic inches.]

Weights.

180 grains (English) make...	...	...	1 tola.
80 tolas...	...	...	1 ser.
40 sers ...	...	...	1 maund.
20 maunds ...	...	...	1 khandi.

[NOTE.—40 tolas contain 7,200 grains and the lb. avoirdupois 7,000. The lb. is $38\frac{1}{2}$ tolas and the maund $82\frac{1}{2}$ lbs.]

Liquid measure.

Measure containing 1 ser of water is $\frac{1}{2}$ liquid ser. Its capacity is $57\cdot0392$ cubic inches.

Dry measure.

Measure containing 1 ser of grain is 1 dry ser—

4 sers make...	...	...	1 paili.
10 pailis ...	...	...	1 dry maund.
20 maunds ...	...	...	1 dry khandi.

[NOTE.—The aperture of each dry measure is that of a cylinder of the same capacity with aperture equal to depth.]

Name of dry measure.	Weight of water contained.	Contents.	Aperture.
	Tolas.	Cubic inches.	Inches.
Maund...	4,000	2,851·9600	15·3704
Paili ...	400	285·1960	7·1343
Double ser ...	200	142·5980	5·6625
Ser ...	100	71·2990	4·4943
Half ser ...	50	35·6495	3·56715
Quarter ser ...	25	17·82475	2·83125
Eighth ser ...	$12\frac{1}{2}$	8·91237	2·24715

Nc. 239 OF 1888.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 16th March 1888.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your favour of 2nd February has had the consideration of my Committee who are entirely at one with the Bombay Chamber as regards the principle of having a uniform standard of weight for all India.

My Committee will be glad to know what your Chamber proposes to do, and whether a joint representation to Government is intended. On this point it seems desirable that the Indian Chambers should agree as to what they will recommend before approaching Government.—Yours &c.,

S. E. J. CLARKE, Secretary.

THE CHAMBER OF COMMERCE,
KARACHI, 26th March 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge receipt of your favour dated 23rd February, asking for an expression of opinion from the Karachi Chamber regarding a proposal for the adoption of a uniform standard of weights and measures throughout the whole of India, which your Chamber contemplates initiating.

My Committee regard the question as one that requires very serious consideration, and at a meeting held on 22nd instant, the subject was fully discussed, having been previously circulated amongst the Members of this Chamber for an expression of opinion. My Committee are of opinion :—

1. That as each district throughout India has its own system of weights and measures which differ widely from each other, that any compulsory change is to be deprecated, as calculated to cause a great disturbance in commercial relations and customs that have been in use for years, that such compulsory change would not attain the object in view, *viz.*, a uniformity of system, as the relations between buyers and sellers when agreed could not be altered by any law. That at all trade centres the English pound is at present the universal standard, and the commercial community may safely be left to protect their own interest.

2. That if Government are desirous of introducing a standard that the English system be introduced, and that standard weights be kept in every cutchery for the purpose of checking weights.—I am, &c.,

W. N. NICHOLAS, Secretary.

THE MADRAS CHAMBER OF COMMERCE,

MADRAS, 4th May 1888

From the Hon'ble Mr. S. R. TURNBULL, Chairman, Chamber of Commerce, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The members of this Chamber sympathise with the opinion expressed in your letter of the 23rd February that the question of the adoption of a uniform standard of weights throughout India is one of serious moment to all engaged in commerce. So far as this Presidency is concerned the adoption of the pound avoirdupois as the unit of weight would be very convenient, for it has long been recognised in local mercantile transactions and there would be some consistency in introducing the English unit of weight, with the English unit of length, but if the English unit of weight would not be acceptable in the other Presidencies, then the Chamber would be in favour of a uniform standard of weight, based on the Railway scale, or with the tola as the starting point.—I remain, &c.,

S. R. TURNBULL, Chairman.

APPENDIX BB.

WEATHER AND CROP REPORTS.

BOMBAY CHAMBER OF COMMERCE, *22nd February 1888.*

The SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Calcutta.

SIR,—I am directed by the Committee to address you regarding the Crop Reports with which Government are good enough to favor the Chamber from time to time.

2. Recognising the great interest they have for the Mercantile Community, my Committee have recently decided on reprinting for more general circulation the acreage and condition reports on the leading staples, and it would be an enormous advantage to obtain the information which they embody earlier than it is at present furnished. The matter of first interest regarding every article is the acreage under cultivation, and it seems to the Committee that this might be made more speedily available were the figures obtained and issued without waiting for reports on condition. In regard to cotton, moreover, the delay in obtaining, and the character of the returns from the Native States is a serious defect, which should be susceptible of improvement, and the Committee of the Chamber would esteem it a favor if you would kindly give the matter your attention. They are not unmindful of the fact that a marked improvement has been effected within the past two years both in the form and despatch with which Crop Reports are issued by your department, and it is solely with the object of pointing out where further improvement is practicable that I am now directed to address you.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{284}{5L-2}$ A.

REVENUE AND AGRICULTURAL DEPARTMENT,
CALCUTTA, 16th March 1888.

From W. C. MACPHERSON, Esq., C.S., Officiating Under-Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 22nd February last, stating that it would be of great advantage to the Mercantile Community if the crop forecasts issued by this Department, could be published earlier, and also suggesting that the Cotton returns received from Native States might be improved and might be published earlier, I am directed to state for the information of the Chamber of Commerce, that the question of improving the system of forecasts of crops will be considered at a Conference of officers of the Agricultural Departments which will meet at Delhi at the end of this month.—I have, &c.,

W. C. MACPHERSON,
Offg. Under-Secretary to the Government of India.

No. $\frac{847}{5L-13}$ A.

REVENUE AND AGRICULTURAL DEPARTMENT,
CALCUTTA, 5th December 1888.

From H. W. C. CARNDUFF, Esq., C.S., Officiating Under-Secretary to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of the letter from this Department No. $\frac{284}{5L-2}$ A., dated the 16th March last, I am directed to state for the information of the Chamber that the officers consulted on the subject of the earlier submission of crop forecasts, as desired by your Committee, do not consider it practicable to make any change in the dates fixed at present. The Government of the North-Western Provinces and Oudh has, however, added a forecast of the Indigo crop to that already furnished by it, of which the first will be submitted to the Government of India on the 15th July and the second on the 1st October.

2. With regard to the returns from Native States, I am to say that the Political Officers in the States in Rajputana and Central India have promised to arrange for the submission of rough forecasts showing the cultivation of cotton in their respective charges, and similar arrangement will be carried out in respect of the Nizam's territory. No dates have, however, been specified for the submission of these returns.—I have, &c.,

H. W. C. CARNDUFF,
Offg. Under-Secretary to the Government of India.

APPENDIX CC.

FINANCES OF INDIA.

MADRAS CHAMBER OF COMMERCE,

MADRAS, 29th November 1888.

From D. RASBOTHAM, Esq., Chairman, Chamber of Commerce,
Madras, to the CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I have the honour to hand, for the information of your Chamber, copy of a letter on the Finances of India, which this Chamber has addressed to the Supreme Government.—I have, &c.,

D. RASBOTHAM, Chairman.

MADRAS CHAMBER OF COMMERCE, 26th November 1888.

From D. RASBOTHAM, Esq., Chairman, Chamber of Commerce, Madras,
to the SECRETARY to the GOVERNMENT of INDIA, Department of
Finance and Commerce, Calcutta.

SIR,—I have the honour to bring to the notice of His Excellency the Viceroy in Council that the attention of the Chamber has been given to some significant features in the despatch, of the 12th April 1888, from the Secretary of State to the Government of India, and the letter, of the 2nd October 1888, from the Government of India to local Governments and Administrations on the subject of the finances of India.

It is observed that the Secretary of State asserts that he has been enabled by the statements made in the Viceregal Legislative Council to form a "clear conception" of the present gravity of the financial position, and that he hesitates to suggest how that position may be ameliorated. His Lordship mentions that as the Government of India was of opinion that there was no alternative scheme for meeting the emergency of a year ago than by raising the duty on Salt, he had reluctantly agreed to that proposal, and he explains his objection to the "imposition of additional burdens on the poorest classes of the population through the taxation of a necessary of life." He reminds the Government that "grave political emergencies involving serious expenditure may at any time arise," and render recourse to the "salt reserve" necessary. He alludes to the heavy increase in expenditure on strategic and famine protective Railways, and remarks:—"There can, however, be little doubt that the construction of railways, generally, would not have been carried on so rapidly if the present financial position had been foreseen; and great caution will be required in adding to the liabilities which are now pressing on the Government on this account." He did not think it necessary to add

that the cost of the administration is reduced, that the efficiency of the administration is increased, and that the country and people are permanently enriched by the extension of railway communication to regions that were formerly to a great extent inaccessible.

It is also noticed that Viscount Cross remarks that "the provision against the financial consequences of famine has been swept away," or that two years ago, under "irresistible financial pressure," the operation of the Famine Insurance scheme, or fund, "was suspended." He does not disguise from himself that the necessity for such a fund is as great as ever, and that "judging from past experience" it may be assumed that the time is near when the Government will again have to "meet a very large expenditure on account of the relief of distress from widespread calamity." It is a painful reflection to the Chamber that the appropriation of the fund for purposes contrary to those for which the special taxation for its creation was imposed, justifies the apprehensions which the Chamber entertained ten years ago when that fund was founded. The Viceroy (Lord Lytton,) and the Finance Minister (Sir John Strachey,) "pledge ourselves"—to use his Excellency's words—"not to spend one rupee of the special resources thus created upon works of a character unconnected with the provision of protection against famine." The Chamber memorialised Parliament in April 1879 against what was characterised by the Government as the "temporary diversion" of the Famine Reserve Fund to meet the charges of the Afghan War; and it has always felt that unless the Government took the precaution of placing the fund out of its own reach the temptation of misapplying it would be yielded to in times of financial difficulty. Necessity, it is said, knows no law, and the fund has been swept away, chiefly because non-official opinion was disregarded. But if the Government had been under the necessity of obtaining for the misapplication of that fund the approval of non-official opinion, a successful stand might have been made against what was a breach of faith with the public that exposes those parts of India that are not protected by railways to the repetition of the famine horrors of 1877-78.

The Secretary of State observes that "the principle of free imports into India was established in 1882." It seems to the Chamber desirable not to lose sight of the price that India has had to pay for the application of that principle. In the official year 1877-78 the Customs revenue from Cotton Goods and other articles (not including Liquors) amounted to £1,525,771, but in 1887-88 it was only about £22,000. If the duties levied in the year 1877-78 had remained in force to the present time the revenue arising therefrom would have steadily increased with the great development of the productive and commercial energies, and the improvement in the resources of the people of India during that period; but, assuming for the sake of argument that the revenue would have remained stationary, then, in the six years 1882-83 to 1887-88 the total revenue from import duties might have been £9,000,000, instead of which it was only £104,000. Consequently it may be fairly argued that at least nine millions sterling, less collecting charges, have been sacrificed in deference to theories that were widely disapproved in India, and that are not of universal application in England. Mr. Gladstone has pleaded fiscal

considerations as the excuse for import duties in England ; and Mr. Fawcett, notwithstanding his adhesion to free trade opinions, frankly admitted that India could not afford the fiscal sacrifice that was forced upon her by England. Commercial and public opinion clearly foresaw that India would some day suffer great embarrassment from the want of the revenue that was abandoned ; but the Government declined to be guided by that opinion. This experience of the past, and the virtual admission by the Government at the present time of its inability to see its way out of its financial difficulties, point, in the Chamber's opinion, to the desirability, not to say justice, of allowing the country for the future some voice in the management of the most important of its affairs.

Speaking in November 1874, the Marquis of Salisbury observed to a Manchester deputation, that the "Indian revenue, though not in "an unsatisfactory condition, can hardly be said to be in that state of "prosperity and strength that we dare at once dispense with so important a source of revenue" as that arising from the import duties ; and, in 1875, he admitted that "it would be impossible for the "Government of India to give up such a sum without some compensation from other sources." No compensation was received by India for the sacrifice that it was compelled to make, and it is now acknowledged by the highest authorities that the revenue is in a critical condition. It therefore seems to the Chamber to be incumbent on the Government of India to invite a reconsideration by the Secretary of State of the policy that is primarily responsible for the present state of affairs, and that menaces the financial equilibrium of India for many years to come.

The Secretary of State urges the Government of India to take into serious consideration the condition of the finances, since he "cannot doubt that they require to be very considerably strengthened." The grave condition of those finances demands the serious consideration of the country, and the Chamber would have been glad to have found the Secretary of State and the Viceroy in Council exhibiting a desire to consult the country, by admitting it to the financial conference which is to be held in Calcutta next month to consider the situation. It is admitted that, in the words of Lord Cross "no time should be lost in considering the best method of 'adding to the revenue, if it should unfortunately become necessary to do' so." Yet that method is to be discussed and decided by members of the executive without reference to the people who are to be required to accept the modification of "the normal arrangements in order to meet the requirements of the Imperial treasury."

Nearly one-third of the revenue of this country is required to defray the Home Charges of the Secretary of State, and over this expenditure the Government of India, not to speak of the country itself, is denied every semblance of control. The Chamber regrets therefore that his Lordship's despatch holds out no hope of the modification of an arrangement which is inimical to the interests of India, unjust to the authorities directly responsible for the finances, and opposed to public opinion.

In communicating the suggestions of the Secretary of State to the Provincial Governments, and its own proposals for attaining the

objects that are desired, the Government of India says that "it is not without misgivings" that these proposals are made; and that they are no more than "an attempt to establish" a principle. The Secretary of State is satisfied that, "for successful financial management" and political progress, nothing is more important than the continued "development of the principle of decentralisation, which has been already applied with so much advantage," so the Government of India suggests that, provided certain modifications of existing financial arrangements with Provincial Governments are modified in its favour, "all but the most general supervision of accounts and estimates of Local Revenue and Expenditure might be given up, and, in fact almost the only financial interest that the Government of India would retain would be that of seeing that the general policy of the Local Governments was not such as to endanger its financial solvency." An extension of responsibility to the Provincial Governments is therefore contemplated. The Government of India proposes to reserve the right to revise its demands on Provincial Governments "according to the necessities of Imperial expenditure;" but it expresses a desire to secure for each Provincial Government the fruits of its own economical management, "so that each Government may be assured that any efforts it makes towards decentralisation and localisation will not have the effect of subjecting it in a special manner to demands on account of General Expenditure, or of placing it in a worse position than it would otherwise occupy in respect of its claims upon the General Revenues." But the Government of India does not conceal from itself that the problem of reduction of expenditure is a difficult one, and it foresees that Provincial attempts to economise may sometimes call for the interference of the Supreme Government. It indulges in the hope that a time may come "when Provincial Governments may have a separate and independent finance of their own, and cease to be merely agents, with five years authority, for conducting a portion of the general transactions of India."

The Chamber has studied, with great attention, the portions of the letter of the Government of India in which the new arrangements with Provincial Governments are explained, but admits that it has not obtained a clear idea of what those arrangements are. The employment by the financial officers of the Government of what may almost be characterised as a language of their own, places almost insuperable obstacles in the way of the student of their surveys who is not familiar with official technology, and renders it practically impossible for the public at large to ascertain the exact financial position of the Empire. The Government admits that its exigencies are so great that it is compelled to cancel the Provincial Contracts which were deliberately entered into two years ago for a fixed period of five years. It has therefore resolved to "withdraw during the next financial year, 1889-90, one-half of the grants at present made for local purposes." It now receives 25 per cent. of Provincial Land Revenue, 75 per cent. of Excise Revenue, and so on for other Provincial heads of account, and it proposes to take 77.76 per cent. of all receipts from the whole of those heads. Consequently the Provincial Governments will have to find the means to meet a considerable deficit, and the Government of India suggests that they should do so "by economies in local expenditure; by diversion of the surplus, if any, of their 'Provincial'

“ Account, or by a surplus made possible by economies in that account ;
 “ or by demanding larger payments (such as larger school fees, larger
 “ contributions to hospitals, or even larger local taxes) from the persons
 “ who benefit by the Local Expenditure.”

It is suggested by the Government of India that “ the Provincial
 “ Governments, while being now largely endowed from Imperial sources,
 “ may well, in their turn, hand over to Local Self-Government considerable revenues, at present kept in their own hands, but similar in
 “ kind to many which have long been locally managed with success by
 “ Committees, partly composed of non-official members, and subject
 “ only to a general remedial control reserved to the State by the
 “ Legislature.” It appears, therefore, that the Government of India does not propose to secure for the State the advantage of non-official experience in the removal, or the reduction, in the imposition of new, or the increase of old financial burdens, except in regard to the rural Boards which are generally supposed to be so much influenced by traditional reverence for the local custodians of authority that they are deficient in independence. The legislative machinery of the Supreme and Provincial Governments is to remain as it is ; and the prerogative of Provincial Governments is to be increased without any other check being placed on its exercise than that of a liability to be overruled occasionally by the Supreme Government. It may be assumed that so long as the Provincial Governments succeed in meeting the demands of the Supreme Government they will, as a rule, be allowed a free hand. The two or three individuals in each Provincial Government who are invested with five years’ authority, and removed during that period from direct contact with the country, will doubtless do what they can to make the burden of local taxation as light as circumstances admit ; but they will have comparatively small incentives to economy as the Supreme Government reserves the right to disturb their estimates by increasing its demands at its own discretion. Their consultations will be held in secret ; and against their decisions there will be no appeal excepting on those rare occasions when the Supreme Government is induced to see cause to intervene.

The possibility of the members of a Provincial Government being influenced by a misdirected zeal when imposing burdens on the people subject to their authority, should not be overlooked. In December 1878 Sir John Strachey declared in the Viceregal Legislative Council, that “ the highest amount which under any circumstances any individual or Company can ever be called upon to pay,” (as Imperial License Tax) “ will be Rs. 200 annually. The lowest fee of all is Re. 1. These will be the maximum and minimum rates in every Province.” No words could be more emphatic than these. Yet the Madras Government demanded a maximum rate of Rs. 800, and a minimum rate of Rs. 4. The Chamber protested in a memorial to Lord Salisbury, the Secretary of State, against this excess of zeal on the part of the local Government ; but his Lordship said in reply that, “ I do not consider it would be expedient for me to discuss these details.” The Government of India declined to require the Madras Government to carry out the Finance Minister’s pledge ; and the House of Commons was also memorialised by the Chamber in vain. The maximum rate, it is true, was reduced to Rs. 500 in 1880, and was allowed to remain at that figure until 1886 ; but for eight years the Government of India consented to receive taxation from

Madras greatly in excess of what it had ordered all Provincial Governments to levy.

Human nature being what it is the desire to stand well with the Supreme Government and Secretary of State may sometimes influence the minds of the members of a Provincial Government more than the determination to do what is strictly just on behalf of the people whose destinies they control, and it should be an advantage to the country, and therefore to the Government, if they had to justify their financial policy not only to supreme authority, but also to that educated public opinion which has become a powerful factor in Indian affairs. Unless this is done the evil of taxation without representation will become more pronounced in India than ever. The Government of India argues that "the burden of retrenchment is one that cannot be avoided; the burden is most easily borne, when it is most fairly distributed; and it may perhaps be anticipated that each province will more willingly bear its share, if it is satisfied that other provinces are equally bearing theirs." The provinces referred to are so vast that it is doubtful whether the tax-payers in any one province will find compensation for the weight of their own burdens by the vague idea that the tax-payers in a neighbouring province are no better off than themselves; but there is some probability that to the educated persons among them local burdens would seem less weighty if satisfactory evidence, such as cannot now be adduced, were afforded that the administration of Provincial finance was not capricious and irresponsible.

The Government of India reminds the Provincial Governments that Lord Mayo's Government expressed the hope, in its famous Decentralisation Resolution of the 14th December 1870, that the concessions then made would give the Local Governments "an additional interest in the study and the enforcement of economy in expenditure; will afford them a just inducement to supplement their local receipts from time to time by methods either most acceptable to the people, or least fraught with popular objection; will cause a more complete understanding to arise between the executive authorities and the tax-paying classes respecting the development of fiscal resources; will teach the people to take a practical share in Provincial finance; and lead them up gradually towards a degree of Local Self-Government, and will thus conduce to administrative as well as financial improvement." The financial methods still in operation fail to so great an extent to meet popular objection that the Chamber may be excused for distrusting the new expedients which are proposed, since they do not favour the growth of that good understanding between the executive and the country at large which it was the generous aim of Lord Mayo to promote.

In an early paragraph the Government of India explains the reason for which it calls to its counsel the various Local Governments, and says it hopes by "their aid not only to make a present redistribution of the immediately pressing burdens, but to devise a scheme which may provide for their equable distribution in future." In the concluding paragraph it is stated that "the present intention of the Government of India is to invite the Local Governments to a conference in Calcutta in the early part of December, to which it is hoped that each Local Government will depute a representative

“empowered to discuss and settle these questions on its part. At a time when it is proposed to bring home to Local Governments in an especial degree the combined responsibility of all the provinces in respect of the restitution of the general financial condition, the Government of India is anxious to call them to its Councils, and to devise in concert with them the measures by which it is intended that the burden should be distributed.”

On public as well as commercial grounds the Chamber ventures to invite the Government of India to consider the advisability of enlarging the Provincial Legislative Councils of this country, and of conceding to them, under such limitation as may appear to it to be necessary for the honour and security of the Empire, the privilege of discussing the Provincial budgets. The Government of India admits that it does not any longer trust its own unaided ability to grasp the financial problems of the country, and it invites the aid of the Subordinate Governments while retaining its freedom to act independently of their opinions. It desires to curtail its present Provincial obligations, to increase the Provincial contributions, and to leave the Provincial Governments to meet the new obligations thrown upon them as best they may. The disastrous decline in the value of silver, the imperative necessity of a large outlay on frontier defences, and the instability of the revenue from opium, are cogent reasons for the efforts that the Government of India is making to increase its resources. High considerations of State, of momentous interest to England as well as India, may render it undesirable for the Government to submit all branches of its policy for discussion in a Supreme Legislative Council in which the non-official element is largely and powerfully represented; but the Government lays itself open to the reproach of inconsistency when it advocates the extension of the principle of Local Self-Government to parochial affairs, and declines to recognise that principle in regard to the adjustment of provincial taxation. The Chamber sympathises with the anxiety caused to the Government of India by political and currency combinations, and the imprudent sacrifice of revenue; but it cannot approve of the perpetuation of a policy that denies to the country the opportunity of exercising some control over its finances.—I have, &c.,

D. RASBOTHAM, Chairman.

BOMBAY CHAMBER OF COMMERCE, 8th December 1888.

THE SECRETARY, CHAMBER OF COMMERCE, Madras.

DEAR SIR,—I have the honor, by direction of the Committee, to acknowledge the receipt of your letter of the 29th ultimo, giving cover to a copy of a communication addressed by your Chamber to the Supreme Government on the subject of the finances of India; and I am to say that they agree generally with the views therein expressed.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX DD.

COTTON PRESSES IN INDIA.

No. ⁵⁴
5047.

COMMISSARY GENERAL'S OFFICE,
BOMBAY, 26th January 1888.

From the COMMISSARY GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letters dated 18th April and 4th and 17th May last, I have the honor to forward the accompanying communication, No. 585, of 9th instant, with accompaniment from the Commissary General-in-Chief, Bengal, for favor of your kindly stating whether the number of presses shown in the Bombay Presidency including Sind is correct ; also for favor of information as to whether fodder is procurable in the neighbourhood of the presses and to what probable extent.—I have, &c.,

J. M. BOYD, Colonel,
For Commissary General.

Copy of a letter No. 584, dated Calcutta, the 9th January 1888, from the Commissary General-in-Chief to the Commissaries General, Eastern and Western Circles.

A list of cotton and jute presses which would probably be available for compressing fodder in case of need, has been compiled in this office, and a copy of this list completed to date is forwarded for favour of verification and completion of any details omitted in respect to the presses in your circle. Attention is invited to the remarks relative to fodder supply against the two presses in Bengal marked,* and it is requested that information as to whether fodder is or is not available in the neighbourhood of each press, as on the fodder supply depends the usefulness or otherwise of the presses.

MOBILISATION.

No. 585.

COMMISSARY GENERAL-IN-CHIEF'S OFFICE,
CALCUTTA, 9th January 1888.

Forwarded to the Commissary General, Bombay, for favour of the necessary action relative to presses in his Presidency.

**APPROXIMATE LIST OF COTTON PRESSES WHICH MIGHT BE
EMPLOYED IN PRESSING HAY AND OTHER FODDER.**

Province, district or town.	PRESSES.	No. of Presses.	Outturn bales per diem cal- culated at 80 lbs. per bale.	Weight of bales.
<i>Bengal Presidency—</i>			Bales.	
BENGAL—				
Calcutta	Riverside Press Co.	7	500	Weight not specified.
	Messrs. Stanley & Co., Agents.			
	Goabaree & Co., (Jute Pressing Works)			
Do.	Messrs. Finlay, Muir & Co., Agents	7	44,500	100 to 400 lbs.
Do.	Chitpore Hydraulic Pressing Co. Messrs. N. J. Valetta & Co., Managing Agents			
Do.	Strand Bank Pressing Company (Watson's Patent)			
Do.	Messrs. Voight & Co., Manag- ing Agents	7	30,000*	Weight not specified.
Do.	Canal & Camperdown Press Co. Messrs. Macdonel Methren & Co., Managing, Agents			
Do.	Indian Pressing Co., Limited ...			
Do.	*Ramkistopore Press, Mr. J. Rushtom	7	3,000	300 lbs. Weight not specified. Large quan- tity of straw are avail- able near the premises
Do.	Watson's Patent Press Co.			
Do.	Messrs. George Henderson & Co., Agents			
Sulkia	Messrs. Anderson Wright & Co. ...	7	1,200	80 lbs. presses to be trans- ferred to N.-W. P.
Do.	Ralli Brothers.....			
Do.	Goosery Pressing Co.			
Goosery	Goosery Pressing Co.	7	700	300 lbs. 400 lbs. hay is procur- able in very large quan- tities oppo- site these premises.
Howrah	Nasmyth's Patent Press Co.....			
Do.	Messrs. J. Doffers & Co., Secre- taries			
Naraingunge	Mr. David Press.....	7	7,50,000*	Weight not specified.
Do.	Messrs. Ralli Brothers.....			
Dacca	Mr. M. Sarkies Presses			

* These figures represent the working power for the slack season, the daily working power is not known.

APPROXIMATE LIST OF COTTON PRESSES WHICH MIGHT BE
EMPLOYED IN PRESSING HAY AND OTHER FODDER—*contd.*

Province, district, or town.	PRESSES.	No of Presses.	Outturn bales per diem cal- culated at 80 lbs per bale.	Weight of bales.
<i>Bengal Presdcy.—contd.</i>			Bales.	
N.-W. P. & OUDH—	Agra Pressing Co., Limited	2	562	300 lbs.
Agra	John and Teeka Ram	Steam	281	300 "
	Hydraulic Cotton Press	1	188	300 "
		Hand		
Agra	West's Patent Press Co., Ltd. ...	2	500	320 "
Aligarh		...	500	320 "
Cawnpore		...	500	320 "
Chandausi		...	960	80 "
Etawah		...	500	320 "
Kalpi Orai		...	500	320 "
Kasganj Etah. Saharanpore ...		...	500	320 "
Cawnpore	Watson's Patent Press	1	2,400	350 "
	Beer Brothers' Cotton Press	1	425	340 "
	Cawnpore Hydraulic Press	2	2,625	300 "
	Bruce Cawnpore Cotton Press...	1	1,125	390 "
Hattras	Phulchand and Nuchin Narain Press	1	600	300 "
<i>PUNJAB—</i>				
Umballa	West's Patent Steam Press	...	960	320 "
Bhiwani		...	500	320 "
Delhi		...	500	320 "
Do.	Teeka Ram, Mansing	2	750	400 "
Ferozepore .....	.....	...	500 to 1,000	} Weight not known.
Ludhiana .....	.....	...	25	
Gurgaon .....	.....	...	600	
Amritsar .....	.....	...	75	
<i>RAJPUTANA—</i>				
Beawar, Mer- wara	West's Patent Press Co., Ltd. ...	...	500	320 lbs.
Kekri, Ajmere. }		...	500	320 "
Kishengurh		1*	30,000	160 "
Do. ....	.....	1*	2 pressed.	
Alwar .....	.....	1*	75,000	240 "
Jeypore .....	.....	1*	36,000	240 "
<i>AJMERE-MERWARA</i>				
DISTRICT—				
Nusseerabad.....	Nusseerabad Press Co.	1	500	400 "
Telarina .....	.....	1	100	320 "
<i>CENTRAL PROVIN-</i>				
<i>CES—</i>				
Wardha	The Mofussil Co.'s Press	1	400	80 "
Do.	Jadhoji & Co.'s Press	1	250	80 "
Hing a n g h a t Wardha Dis- trict	Warwick & Co.'s Press	...	40,000*	80 "

* These figures represent the working power for the slack season, the daily working power is not known.

APPROXIMATE LIST OF COTTON PRESSES WHICH MIGHT BE EMPLOYED IN PRESSING HAY AND OTHER FODDER—*concl'd.*

Province, district, or town.	Presses.	No. of Presses.	Outturn bales per diem calculated at 80 lbs. per bale.	Weight of bales.
Bombay Presidency.			Bales.	
Karachi		2	2,925*	180 * These Presses turn out bales of Cotton of $3\frac{1}{2}$ cwt. net but the estimated outturn in column 4 is based entirely on bales of Hay of 88 lbs. each.
Kajgaum		2	375*	
Dhulia	Messrs. Gaddum, Bythell & Co., Secretaries and Treasurers ...	2	375	
Ahmednagar		1	225	
Bhownuggar		5	1,050	
Viramgaum		1	225	
Barsee		2	412	
Jalgaum	New Berar } Agents, Messrs. Co., Ltd. Gaddum, Bythell & Co., Co., Ltd. Bombay.	2	450	
Wadhwan		2	412	
Broach	Anglo-Indian } Do. C. G. & Oil Press Co., Ltd. }	1	187 to 225	
Broach			375 to 450	
Randere	The Mofussil Co., Ltd.	1	225	
Pallej		1	300	
Jalgaon		1	375 to 450	
Broach	Dhollera Press } Agents, Messrs. and G. Co., Ltd. Greaves, Victoria Cotton } Cotton & Co. Gin. & Press } Co., Ltd. }	1	600	
Bhownuggar		2	450	
Viramgaum		2	900	
Dhollera		2	300	
Ahmednagar	Akbar Press Company	2	600	
Do.	Messrs. Harvey & Sabapathy ..	2	600	
Do.	Ahmednagar Press Company ..	2	600	
Dhulia	Volkart's Press Company	2	600	
Pachora	Pachora Press Company	3	600	
Chalisgaum	Munmar Press Company	2	500	
	Colaba Press	6	1,500	
	Fort Press	10	2,500	
	Apollo Press	12	1,800	
	Chunda Press	4	1,200	
	Prince of Wales Press	4	1,200	
Bombay	Scott Press	6	1,200	
	Bombay Press	4	1,200	
	Sassoon Press	5	1,200	
	Akbar Press	7	1,000	
	LeGeyt Press	2	500	
Madras Presidency.				
Bellary	The Western Press Co., Ltd.	...	150	80 or 160 lbs.
Madras	Sir Savalay Ramasawmy Moodliar's Press	...	100	

BOMBAY CHAMBER OF COMMERCE, 6th April 1888.

The COMMISSARY GENERAL, Bombay.

SIR,—With reference to my letter of the 15th February last, I have now the honour to wait upon you with a statement showing the Presses in Berar, Rajputana, and North-West Provinces owned in Bombay, which you have not embodied in the printed statement accompanying your letter of the 26th January.—I have, &c.,

JOHN MARSHALL, Secretary.

COTTON PRESSES IN INDIA.

Province, district, or town.	Presses,	Names of Agents in Bombay.	No. of Presses.	Outturn, bales per diem calculated at 80 lbs. per bale.	Weight of Bales.	Remarks.
<i>Bombay Presidency.</i>						
Wadwan ..	Brunton's Patent Press..	Sabapathy Mudellar & Co. Do. ...	1	150 to 200	.....	
Ahmednagar ..	.....	Do. ...	1	125 to 150	.....	
Barsi ..	New E.I. Press Co., Ltd.	Moolji, Jaittha & Co. ...	3	600	80 lbs.	
Julgaon ..	Do.	Do.	4	800	.....	
Bhownuggar ..	Nasmyth's Presses ..	Ralli Brothers ..	2*	500	.....	* Single boxes.
Do.	Bhownuggar City Press & Mfg. Co., Ltd. ...	Volkart Brothers ..	2	.....	.....	
Do.		Venishanker Luxmi-shankar & Co. ...				
Julgaon ..	.....	Volkart Brothers ..	2	200	1,000 lbs.	On each Press.
Dhulia ..	.....	Do.	1	.....	.....	
Ranpur ..	.....	Greaves, Cotton & Co.	1	200	400 lbs.	Steam.
Gadag ..	Wests' Patent ..	Ritchie, Stuart & Co. Do.	1	2,000	82½ lbs.	} Including hoops and gunnies.
Bagalkote ..	Do.	Do.	1	2,000	.....	
Hubli ..	Do.	Do.	1	2,000	.....	} Gross weight, including tares.
Bhownuggar ..	Fort Press Co., Ltd.	Glade & Co. ...	3	175	90 lbs.	
Fachora ..	New Pachora Mfg. Co. Ltd	Mathurda Goculdas & Co. ...	1	175 to 200	14,000 to 16,000 lbs.	
Bhownuggar ..	Albert Press Co., Ltd. ...	Jehanghir Hormusji & Co. ...	2	250	86 lbs.	
Mhowa ..	Do.	Do.	2	200	86 lbs.	
<i>Meywar.</i>						
Bhilwara ..	Mufussil Company, Ltd. ...	A. Huson ..	1	300 to 400	.....	Any weight required from 80 to 300 lbs. per bale secured with steel bands or ropes.

Madras Presidency.									
Adoni	...	Hodgart's	...	Sabapathy Mudeliar & Co.,...	...	1	100 to 150		Not working.
Bellary	...	Do.	...	Do.	...	1	100 to 150	.....	
Tadpatri	...	Nasmyth's	...	Do.	...	1	100 to 150	.....	
Tuticorin	...	.....	...	Gaddum Bythell & Co.	...	2	100 to 500	.....	
Do.	...	.....	...	Volkart Brothers	...	1	.....	80 lbs.	
Bellary	...	The Bellary Press Co. Ltd	...	Tooljaram Navulram.	...	2	200 to 300	.....	
Adoni	...	Do.	...	Do.	...	1	.....	.....	
Hyderabad (Deccan)									
Raichore	...	Nasmyth's	...	Sabapathy Mudeliar & Co.,...	...	1	150	.....	
Do.	...	Brunton's	...	Do.	...	1	150	.....	
Guntoor	...	West's Patent	...	Ritchie, Steuart & Co.	...	1	2,000	82½ lbs.	
Sind.									
Karachi	...	Albert Press Company	...	Jehanghir Hormusji & Co.	...	3	350	86 lbs.	
Do.	...	The Sind and Punjab Cotton Press Co., Ltd.	...	Moolji Jaitha & Co.	...	2	350	80 lbs.	
Sukker	...	West's Patent	...	Ritchie, Steuart & Co.	...	1	2,000	82½ lbs.	
Karachi	...	Karachi Press Co., Ltd	...	Tyabjee & Co.	...	3	1,000	200	
Do.	...	Sind Press Co., Ltd.	...	S. Raghunath & Co.	...	4	500	86	
North-West Provinces.									
Ferozabad	...	West's Patent	...	Ritchie, Steuart & Co.	...	1	2,000	82½ lbs.	
Cawnpore	...	Nasmyth's Steam	...	Bruel & Co.	...	1	350	.....	
Agra	...	Mofussil Company, Ltd	...	A. Huson	...	1	300 to 400	.....	
Kosi	...	Do.	...	Do.	...	1	300 to 400	.....	
Etawah	...	Do.	...	Do.	...	1	300 to 400	.....	

COTTON PRESSES IN INDIA—continued.

Province, district, or town.	Presses.	Names of Agents in Bombay.	No. of Presses.	Output bales per diem calculated at 80 lbs. per bale.	Weight of Bales.	Remarks.
<i>Tinnevely.</i>						
Virduputty ..	Brunton's ..	Sabapathy Mudaliar & Co. ..	1	100 to 150	.....	
<i>Punjab.</i>						
Delhi ..	Mofussil Company, Ltd.	A. Huson ..	1	300 to 400	.....	Any weight required from 80 to 300 lbs. per bale secured with steel bands or ropes.
<i>Fazilka</i>	West's Patent...	Ritchie, Steuart & Co.	1	2,000	82½ lbs.	Including hoops and gunnies.
<i>Berars.</i>						
Amraoti ..	Ashcroft's Patent Press.	A. Sabapathy Mudaliar & Co.	1	150 to 200	.....	
Khangaum ..	.....	Gaddum, Bythell & Co.	2	400	80 lbs.	
Amraoti ..	.....	Do.	2	400	80 lbs.	
Do. ....	.....	Ralli Brothers ..	1	300 to 350	.....	
Do. ....	.....	Volkart Brothers ..	1	.....	.....	
Do.	West's Patent...	Ritchie, Steuart & Co.	1	2,000	82½ lbs.	Including hoops and gunnies.
<i>Berars.</i>						
Amraoti ..	Mofussil Company, Ltd.	A. Huson.	1	300 to 400	.....	Any weight required from 80 to 300 lbs. per bale secured with steel bands or ropes.

Do.	...	Hodgart's Steam	...	Breul & Co. ...	...	1	350	....	*One large revolving press 3 boxes. †Any weight required from 80 to 300 lbs. per bale secured with steel bands or ropes.
Shegaon	...	...	...	Ralli Brothers	...	*2	700 to 800	....	
Do.	...	Mofussil Company	...	A. Huson	...	1	+300 to 400	....	
Khangaum	...	Do.	...	Breul & Co. ...	...	1	+300 to 400	....	
Do.	...	Nasmyth's Steam	...	...	...	2	650	....	
Akola	...	Do.	...	Do.	...	1	350	....	
Do.	...	Do.	...	Sabapathy Mudeliar & Co.	...	2	250 to 300	80 lbs.	
Akote	...	...	...	Gaddum, Bythell & Co.	...	1	250	....	
Karanja	...	Mofussil Company, Ltd.	...	A. Huson	...	1	300 to 400	....	Any weight required from 80 to 300 lbs. per bale secured with steel bands or ropes.
Khangaum	...	French Press Co., Ltd.	...	Booth & Co. ...	...	2	300 to 400	84 lbs.	
Matizapur	...	New E.I. Press Co.	...	Moolji Jaittha & Co.	...	1	200	80 lbs.	
Karanja	...	Do.	...	Do.	...	1	175	80 lbs.	
<i>Bengal.</i>									
alcutta	...	West's Patent ...	...	Ritchie, Steuart Co...	...	2	4,000	82½ lbs.	Including hoops and gunnies.
<i>Rajputana.</i>									
Kekri	...	Mofussil Company, Ltd.	...	A. Huson	...	2	400 to 500	....	Any weight required from 80 to 300 lbs. per bale secured with steel bands or hoops.

COTTON PRESSES WORKED IN THE BARODA STATE
IN 1886-87.

Serial No.	Place where worked.	Name of the Press.	No. of bales pressed in a day.	Remarks.
<i>Baroda District.</i>				
1	Dabhoi	Lakadno Sancho.	55 Bales	Manual power.
2	Karvan	Do.	15 "	Do.
3	Mandala.....	Do.	37 "	Do.
4	Nada... ..	Do.	80 "	Do.
5	Karjan	Sakancho.....	19 "	Do.
6	Jetalpore	Do	51 "	Do.
7	Sadhi	Deshi Sakancho..	18 "	Do.
<i>Navsari District</i>				
8	{ Veshma Taluka Nawsari.....	Veshma Cotton Press.....	25 "	Do.
9	Do.	Mia Mala Rajas Cotton Press ...	16 "	Do.
10	Muhwar.....	Bedanji Edalji & Co.	13 "	Do.
11	Belasir	Motiram Jagjivandas Cotton Press.....	24 "	Do.
<i>Kadi District.</i>				
12	Kalol	Kalol Ginning & Manufacturing Co.....	45 "	Do.
<i>Amreli District.</i>				
13	Amreli	Amreli	25 "	Do.
<i>Baroda City.</i>				
14	The Ginning Factory attached to the Baroda State Spinning and Weaving Mills at Baroda	One half Press.	7 half-pressed.	Do.
		One $\frac{3}{4}$ Press.....	15 $\frac{3}{4}$ pressed bales.	Do.

JAYARAM VITHAL THAKUR,
For Huzur Assistant.

APPENDIX EE.

PROPOSED UNIFORM BILL OF LADING HOME- WARDS FROM BOMBAY.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

BOMBAY, 21st February 1888.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of 17th December, I now beg to inform you that my Directors find there are several reasons why the proposed Bill of Lading would be unsuitable for this Company's Steamers. It does not provide for contingencies arising under the Mail Contract, or for transhipments, and several other items which are included in our own form. This latter has also been prepared to avoid the necessity of a separate form for use at different Ports, and it is doubtful whether a bill of lading could be framed suitable for universal requirements. At the same time, should the question be again taken up by the Eastern Trade Conference at home, my Directors would be willing to adopt any comprehensive form which would meet their necessities and be generally approved of by other Ship-owners.—I am, &c.,

H. W. ULOTH, Superintendent.

BOMBAY CHAMBER OF COMMERCE, 29th February 1888.

The SUPERINTENDENT, P. and O. S. N. COMPANY.

DEAR SIR,—I am directed to acknowledge, with thanks, the receipt of your letter of the 21st instant, on the subject of the proposed adoption of a uniform bill of lading homewards from Bombay.—Yours, &c.,

JOHN MARSHALL, Secretary.

APPENDIX FF.

DEEPENING OF ADEN HARBOUR.

No. 11 OF 1888.

CHAMBER OF COMMERCE, ADEN, 19th March 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—You will have received a copy of our first report, and I am now instructed by my Committee to ask for the valuable support of your Chamber in pressing the Government of India for a settlement of the question of dredging the bar and inner harbour of Aden.

As you are doubtless aware a Port Trust Bill was passed through Council in July last, but up to the present moment no further news has been heard of it and repeated enquiries can elicit no information.

Advantage was recently taken of the stay here on duty of Mr. Durand, Under-Secretary to the Government of India in the Foreign Department, to lay the heads of the case before him for submission to Lord Reay and Earl Dufferin.

It is hoped that the matter will receive the attention it deserves at once, but at the same time it is felt that our unsupported representations may not have sufficient effect, and I trust your Chamber will see their way to assist us.

The importance and urgency of the dredging are admitted by all who have examined the question and with vessels yearly increasing in size a greater depth of water under protection of the forts is becoming a vital question. At present they must anchor in a position which in time of war would leave them exposed to an enemy's fire and from which the costly forts now being erected would be helpless to protect them.

Plans and estimates show that to give 25 ft. over a given area at low water springs will entail the removal of 1½ million cubic tons of spoil, which borings show to be almost entirely sand with some brown clay. The highest cost is put down at 4 annas per ton, say, Rs. 4,37,500 over a period of 2½ years at most.

The cost of a suitable hopper dredger lifting 1,000 tons, 3 times a day, will be Rs. 3,50,000 laid down here.

To meet this there is a surplus to credit of the Port Fund of Rs. 4,00,000, and annually there is an excess of receipts averaging Rs. 55,000. From this it will be seen that there are ample means to commence with, and good security for any small loan that might be required to complete the works quickly.—I have, &c.,

R. HOWORTH, Hon. Secretary.

BOMBAY CHAMBER OF COMMERCE, 19th June 1888.

The SECRETARY, CHAMBER of COMMERCE, Aden.

DEAR SIR,—I am directed by my Committee to acknowledge the receipt of your letter of the 19th March, asking for the support of this Chamber in pressing the Government of India for a settlement of the question of dredging the bar and inner harbour of Aden ; and, in reply, to inform you that the Chamber will be happy to support any representation your Chamber may make to Government on this subject.—I am, &c.,

JOHN MARSHALL, Secretary.

ADEN CHAMBER OF COMMERCE, 7th July 1888.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of 19th June, and am requested by my Committee to convey their thanks for the kind offer of the support by your Committee of any representation they may make to Government on the subject of deepening the Aden Harbour.—I am, &c.,

GEO. GORDON, Secretary.

APPENDIX GG.

NECESSITY OF CARE IN PREPARATION OF THE EXPORT MANIFESTS OF VESSELS PROCEED- ING TO JEDDAH.

No. 4024 OF 1888.

POLITICAL DEPARTMENT,
BOMBAY CASTLE, 13th June 1888.

From W. LEE WARNER, Esq., Secretary to Government, Bombay,
to the Secretary to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Committee of the Chamber of Commerce, the accompanying copy of a letter from Her Britannic Majesty's Consul at Jedda, No. 5, dated 13th April last, to the address of the Secretary to the Government of India, Foreign Department, regarding the correct preparation of Export manifests of British Steamers proceeding from British India to Jedda, and to state that the letter will be published in the next Bombay Government Gazette, and that a copy of it will be placed on the Editors' Table.—I have, &c.,

W. LEE WARNER,
Secretary to Government.

No. 5.

JEDDAH, 13th April 1888.

TO the SECRETARY to the GOVERNMENT of INDIA, Foreign Department, Calcutta.

SIR,—Errors and omissions on the part of Shipping Agents and others in Bombay and Calcutta in the preparation of Export manifests of the Cargoes of British Steamers bound to Jedda having lately become very frequent, causing disputes and losses, I venture to suggest, in the interests of British trade, which form the bulk of imports at this port, that the attention of shipping companies should be directed to the necessity of care being exercised in the preparation of these documents.

According to the Turkish Customs regulations in force, duty is claimed from the Ship or Agent here on all goods found deficient according to manifest; the same having been apparently short-shipped at the other side. Again, double duty is exacted on all

goods not included in the manifest, although duly provided in the bills of lading signed in India.

A case in point has just occurred here in which the Export Manifest of a British steamer arrived from Calcutta was found to contain, twice over, an item of 4,417 bags of rice, each item being differently expressed in the respective parts of the manifest; while the consignee of an important consignment of silks, &c., is called upon to pay double duty because the goods were omitted altogether from the manifest, although bills of lading were duly signed and delivered in Calcutta to the shipper.—I have, &c.,

THOS. S. JAGO,
Her Britannic M.'s Consul.

No. 987 E.

Copy forwarded to the Government of Bombay for information and communication to the shipping public.—By order, &c.,

W. J. CUNINGHAM,
Under-Secretary to the Government of India.

Foreign Department, Simla, 17th May 1888.

CIRCULAR.

BOMBAY CHAMBER OF COMMERCE, 16th June 1888.

I am directed by the Committee of the Chamber to circulate for the special information of Agents of steamers trading with Jeddah the accompanying letter received from the Government of Bombay, Political Department, on the subject of the care which should be exercised in the preparation of manifests of vessels proceeding to that port.

JOHN MARSHALL, Secretary.

To

Messrs. Edward Bates & Co.
" Finlay, Muir & Co.
" W. & A. Graham & Co.
" Killick, Nixon & Co.
" Shepherd & Co.
The Austro-Hungarian Lloyd's S. N. Co.
The Rubattino S. N. Co.

APPENDIX HH.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES FOR 1888-89.

THE Estimates of Receipt and Expenditure for the year 1888-89 are herewith submitted, as required by Section 52 of the Port Trust Act.

A Special Committee, consisting of the Hon. Mr. F. Forbes Adam, C. I. E., Mr. McLeod Campbell, C.S., and Mr. Fazulbhoj Visram has assisted the Chairman in determining the Estimates.

CAPITAL ACCOUNT.

1. *Dock Extension.*—The original estimate, including interest during construction was 94 lakhs. The actual expenditure to 31st March 1887 was Rs. 41,60,475. The estimated expenditure for the current year is Rs. 32,76,610, and the expenditure for 1888-89 is estimated in the accompanying statement at Rs. 817,710. Provision is made for a possible premium to Messrs. Kirby and Co., the Contractors for the masonry and excavation, for completing their work, seven months before the contract time, and provision is also made for the balance of cost of machinery and cranes so far as these have been sanctioned by the Trustees. The Engineer reports that in order to provide the full shed accommodation and the full number of Cargo cranes sanctioned in the original estimate, a further allotment of 6½ lakhs will be necessary, but it is not anticipated that this expenditure will be incurred in the ensuing year, and provision is not, therefore, made for it.

2. *New Work.*—During the current year certain important works have been commenced, for the completion of which the necessary provision is made in the estimates for 1888-89. These are :—

- (1) Constructing Traffic Offices near Prince's Dock. Both the Traffic Manager and the Dock Superintendent have with their staff, been inadequately housed—the one in a chuppra building opposite the Ryan Market, the other in a portion of a warehouse designed for the storage of goods. The estimate for the new offices was Rs. 2,59,076 and of this the balance, Rs. 2,39,208, is intended to be spent in 1888-89.
- (2) Constructing 3 upper storied Warehouses on Elphinstone Estate in rear of the new Dock. During a portion of the past year the 7 Warehouses connected with the Prince's Dock and the Apollo Warehouses at the Customs Bunder were found altogether insufficient for the goods offered for storage: These Warehouses are for the most part taken up for cotton goods and metals. The demand perceptibly lessened in the course of the year ; but the Trustees, notwithstanding, have felt themselves justified in facing a capital expenditure of Rs. 3,62,273 for

additional warehouse room. They have been guided in this not only by the knowledge that the scanty accommodation hitherto afforded by them was likely to cause periodical inconvenience to the trade, but also by the belief that if at any time the Warehouses could not be utilized for piece-goods and metals, they would prove a boon to exporters during their busy season. It would, moreover, be inconvenient and expensive to take to the old Warehouses along the Prince's Dock boundary all the goods from the new Dock that are required to be warehoused so that, apart from the other reasons that have been given, additional Warehouses conveniently situated were needed near the new Dock. The amount entered in these estimates, Rs. 1,59,376, will complete this work.

- (3) Filling in Apollo Basin and constructing roads. The need for carrying out this work has long been felt by the Board and they have had plans and estimates for it on their records for some years; only the pressure of more important work has caused it to be postponed. The estimate is Rs. 128,872, of which all but Rs. 52,103 will have been spent in 1887-88. When the work is finished, there will be an alternative road to and from the Bunder head, and several additional building blocks will be made available.

3. Government have sanctioned the raising of a loan for 10 lakhs to cover the cost of these works and new Administrative offices to be built near the Mint, at Mody Bay. It is expected that this loan will be issued in course of the year.

4. The nature of the remaining works to be constructed on Capital Account is sufficiently indicated by the names and amounts given in the account. Whatever portion of their cost may not be covered by Miscellaneous Capital Receipts will be met from the unexpended balance of the 1885 loan.

5. An item which is properly Capital will be found at page 19 of the estimates, *viz.*, Gate Slings and Stages for Prince's Dock, Rs. 1,763. It is the first time that these have been provided; but, inasmuch as the amount is to be met from what has hitherto been known as the Sinking Fund, it appears in the Revenue portion of the estimates, so as to fit in with the letter of the Port Trust Act.

REVENUE ACCOUNT.

6. The summary at page 475 shows Receipts Rs. 43,93,630
Expenditure ,, 43,92,940

Surplus Rs. 690

7. It will be remembered that rates were reduced by Rs. 4,25,000 in April 1886, and by Rs. 2,29,000 in April 1887, besides a reduction of 17½ per cent. in pilotage rates and 50 per cent. in transporting fees from 1st September last. With such recent heavy reductions, and with the new dock brought into the revenue account from 1st April next, it is not surprising that the two sides of the account do no more

than balance each other. The position of the Trust is, however, exceptionally strong inasmuch as the Reserve fund available to meet any shrinkage of revenue, amounted at 31st March 1887 to Rs. 16 lakhs.

8. The estimated revenue from Bundar Properties is Rs. 17,82,080 against Rs. 18,41,659 of actual receipts in 1887. Under the head of *wharfage fees* some reduction in the "estimates" as against the "actuals" is necessitated by the higher rates that were charged during the first three months of 1887, and, to a greater extent, by a reduction on account of the anticipated transfer of a portion of the traffic from the stream to the new dock. The property where the allowance has chiefly been made is at the Elphinstone Estate where the wharfage is reduced from Rs. 3,97,070 in 1887 to Rs. 3,12,700 in 1888-89.

9. *Ground Rents* are entered at Rs. 5,76,200 against actuals Rs. 5,44,152. At Sassoon Dock an increase of Rs. 8,000 is allowed for an account of additional land taken up chiefly by Government in connection with trooping arrangements. At Apollo Reclamation an addition of Rs. 5,000 is counted upon, land in that locality having been freely taken up for residential buildings in the past year. At Mody Bay a net increase of Rs. 3,200 is allowed for, as, on the one hand, the rents charged for the firewood depots have been increased, and some additional land is expected to be taken up for buildings; while, on the other hand, allowance has had to be made for rents of Imperial Mody Bay Estate included in the actuals of 1887 which have now reverted to Government. The increased rent to be derived from Elphinstone Estate is estimated at Rs. 14,000. On the one hand allowance has to be made for the removal from the Trust property of some of the timber merchants and, on the other, it is calculated that about 15,000 square yards of land will be taken up on lease during the year. At Sewree the actuals have been Rs. 8,750, and the estimates are put down at Rs. 5,700, the difference, Rs. 3,050, being receipts on account of quarrying operations carried out by the Dock Contractors, which have now ceased.

10. Under the head of *godown rents* the revenue is estimated at Rs. 2,03,150, against actuals Rs. 2,19,013. The only change of importance is in rent of Ryan Markets, the receipts from which are reduced from Rs. 1,16,333 to Rs. 1,00,500. The rent of the market was increased 25 per cent. a year ago. But so many additional warehouses have meantime been provided on Elphinstone estate by private landlords that it has been found necessary for the present to revert to the old rates.

11. At the Dock warehouses an increase from Rs. 1,16,589 in 1887 to Rs. 1,30,500 has been estimated for and at Town Bundar warehouses an increase from Rs. 30,014 to Rs. 34,750. These additions are caused by a slight increase in rates on piece-goods and metals which has been decided upon and is to come into force on 1st April next.

12. Commission for collecting Town Duty follows the Town Duty rates, and as these have been reduced for the ensuing year only Rs. 33,680 of commission is entered against actuals Rs. 41,160.

13. The estimate of revenue from *Prince's Dock* is based upon the actuals for 1887, allowance being made for the reductions in rates

which came into force on 1st April 1887, and for a reduction in the rate for water which will presently be noticed. The Dock extension is expected to be opened early in April and it will be seen that the revenue taken credit for, omitting certain miscellaneous items which do not pertain to the new Dock, is one-fourth of the revenue of Prince's Dock. It is not however expected that the traffic will be really divided between the two docks in these proportions. During the past few years not only have the Trustees been unable to take in all the steamers offering, but the Prince's Dock has been inconveniently crowded during the busy months. With the new dock available there will be no object in thus crowding ships into the Prince's Dock, and it is therefore likely that the trade will be fairly divided between the two Docks. In dealing with estimates of revenue, however, it is simpler to take the past revenue of the Prince's Dock as a basis, and to add for the new dock such additional income as it may be considered that both taken together will realise. The proportion taken, *viz.*, one-fourth is admittedly an arbitrary estimate; only experience can determine how far it is justified.

It will be noticed that the receipts for "Water Supply to the Shipping" are one-fourth less than the actuals of the past year. The receipts for water sold to the shipping, both in the stream and in Dock, have been considerably in excess of the expenditure incurred under this head, even after making allowance for the expensive plant required for the supply of water in the stream. It is not intended that a profit should be made from water, and it is therefore recommended that the rates be reduced from Rs. 2 to Rs. $1\frac{1}{2}$ per ton for water supplied in the harbour, and from Re. 1 to Ans. 12 per ton for water supplied at the Dock; in this way the receipts will more closely approximate to the expenditure.

14. With the exception of the reduction in the receipts for water just alluded to, and of a slight decrease in the receipts for sand removed from the harbour, the estimated revenue of the Port Department closely follows the Actuals of 1887.

15. Under the head of Pilotage the revenue is estimated at the reduced rates which came into effect on 1st September last.

EXPENDITURE ON REVENUE ACCOUNT.

16. The Establishments of the Trust in the various branches and the rates of pay have been fixed by the Board from time to time so that no explanation of the charges under this head is needed. The single exception is in the case of the New Dock. Provision has been made in the estimates for a Deputy Dock Superintendent, for a complete Establishment for 6 sheds for the whole year, and for such mechanical and marine employes as the Engineer and the Port Officer, guided by the experience gained in working the Prince's Dock, consider necessary. There will be 9 sheds available in the new Dock at starting and all will doubtless be occupied during the first 2 or 3 months. The Prince's Dock, however, alone has been able to accommodate the trade needing docking facilities during certain months of the year, and it has been thought sufficient in the meantime to provide for shed staff for 6 sheds for the entire year. Should additional expenditure be needed there will be additional revenue to

show for it, and the Board will be specially consulted before the staff is actually appointed. £

17. The cost of dredging the Dock and channels is with the exception of the "hamallage" the heaviest item in the Dock accounts. The expenditure under this head is estimated—

At Prince's Dock at	Rs. 1,95,330
At Dock Extension at.....	„ 60,370
	Rs. 2,55,700

and this will admit of the channels to both docks being maintained at 57 on Town Hall datum. The New Dock is constructed so as to admit of 2 feet greater depth being obtained than at Prince's Dock, but it is not thought desirable, at least during next year, to incur the extra expense that the deeper dredging would entail.

18. The interest on the New Dock Loan falls due half-yearly on 1st May and 1st November, and as the interest to 31st March 1888 will be a capital charge, it is only necessary to provide from next year's revenue for 7 months interest. Some saving as compared with future years will also follow from the staff having to be paid during 1888-89, 11 months instead of 12, pay for the twelfth month of the year being a charge against 1889-90.

19. A sum of Rs. 13,600 is provided for dredging Sassoon Dock. It is 2 years since this Basin was cleared and there is a good deal of silt to be removed in order to afford proper facilities for the troop barges.

20. The Port Officer reports that the outer light vessel will require to be recoppered after next monsoon, the ballast removed and the vessel thoroughly cleaned out and overhauled. Provision to the extent of Rs. 12,000 has been made for this work as well as Rs. 2,000 for hire of a vessel to take the place of the light ship while she is under repair.

21. An expenditure of Rs. 42,400 has to be met from "Replacement Fund" for renewals. Of this amount Rs. 23,400 is for two new boilers to be procured from England for two of the Hopper Barges in place of two which are worn out, and Rs. 1,500 for a new boiler for the Engineer's Steam Launch Princess. The Anchor Hoy "Grappler" will also require an expenditure of Rs. 2,500 for renewal of plating and frames, &c., and an expenditure of Rs. 3,000 for the steam cutter "Flirt" employed in the Pilot service is provided from the same source. The Port Officer reports that the latter vessel is very inefficient in her present state and is constantly breaking down so that she can only be sent to the outer station at considerable risk. Provision is therefore made for a new boiler and a pair of engines more powerful than the present. The Port Officer reports that the Hull is in good condition and will last many years.

22. A sum of Rs 12,000 is provided for extraordinary repairs to No. 1 Pilot Schooner. The metal on her is reported to be considerably worn along the water line and it is expected that it will have to be renewed in the course of the year and that new decks will also be necessary.

G. MEREWETHER, Chairman.

Bombay, 16th February 1888.

SUMMARY.

*ESTIMATES of REVENUE and EXPENDITURE for the
year ending 31st March 1889.*

Actuals from 1st January to 31st December 1887.		Estimates for year 1888-89.	TOTAL.
Rs.	REVENUE.	Rs.	Rs.
18,41,659	Bunder Properties (including land)—	17,82,080	
17,31,703	Prince's Dock	16,90,250	
.....	Dock Extension	4,16,500	
1,63,457	Port Fund Account	1,53,710	
1,38,659	Interest and Miscellaneous	1,57,750	
38,75,480		42,00,290	
1,75,553	Pilotage Account	1,50,940	
.....	Depreciation Account	42,400	
40,51,038	Total Receipts.....		43,93,630
Actuals from 1st December 1886 to 30th November 1887.	EXPENDITURE.		
2,37,240	General Charges	2,23,125	
4,72,260	Bunder Properties	4,66,220	
9,52,100	Prince's Dock... ..	9,11,270	
.....	Dock Extension	2,90,050	
1,38,600	Rents	1,41,600	
1,69,680	Port Fund Account	1,68,872	
16,97,360	Interest	18,98,463	
1,00,000	Fixed Annual Revenue Surplus Account... ..	1,00,000	
37,67,240		41,99,600	
1,46,200	Pilotage Account	1,50,940	
.....	Depreciation Account	42,400	
39,13,440	Total Expenditure.....		43,92,940
	Estimated Surplus..		690

APPENDIX II.

THE IMPERIAL INSTITUTE.

No. $\frac{440}{2-27}$ Ex.

REVENUE AND AGRICULTURAL DEPARTMENT (EXHIBITIONS),

SIMLA, 19th July 1888.

From W. R. LAWRENCE, Esq., C S., Under-Secretary to the Government of India, to the PRESIDENT, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to request that, if there is no objection, you will be good enough to supply the Imperial Institute with two copies of the Reports issued by your Chamber. The Report should be forwarded to its destination through the Government of Bombay.—I have, &c.,

W. R. LAWRENCE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 25th July 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—The Under-Secretary to the Government of India, Revenue and Agricultural Department (Exhibitions), having requested the Committee of the Chamber of Commerce to supply the Imperial Institute, through the Government of Bombay, with two copies of the Chamber's Report, I have the honour to hand you herewith those for 1887, and request you will be so good as to forward them to their destination.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th August 1888.

The SECRETARY to GOVERNMENT, General Department,
Bombay.

SIR,—In continuation of my letter of the 25th ultimo, I have the honour, by direction of the Committee of the Chamber of Commerce, to send herewith the undermentioned further annual reports of this Chamber, and to request that you will be so good as to forward them to the Imperial Institute.—I have, &c.,

JOHN MARSHALL, Secretary.

1839-40 (1st and 2nd quarter)	1864-65
1841-42	1865-66
1842-43 (1st and 3rd ")	1866-67
1843-44 (2nd, 3rd and 4th ")	1867-68
1844-45 (2nd and 4th ")	1868-69
1845-46 (1st and 2nd ")	1869-70
1846-47	1870-71
1847-48	1872-73
1848-49	1873-74
1849-50	1874-75
1850-51	1875-76
1851-52	1876-77
1852-53	1877-78
1853-54	1878-79
1854-55	1879-80
1855-56	1880-81
1856-57	1881-82
1857-58	1882-83
1858-59	1883-84
1859-60	1884-85
1860-61	1886
1863-64	1887

No. ⁵⁶⁹₂₋₅₅ Ex.

REVENUE AND AGRICULTURAL DEPARTMENT (EXHIBITIONS),

SIMLA, 9th October 1888.

From W. R. LAWRENCE, Esq., C.S., Under-Secretary to the Government of India, to the PRESIDENT, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to invite attention to my letter No. 440, dated the 19th July last, and to request that you will be good enough to furnish the Government of India with a list of the publications which your Chamber may have supplied or intend to supply to the Imperial Institute.—I have, &c.,

W. R. LAWRENCE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 13th October 1888.

The UNDER-SECRETARY to the GOVERNMENT of INDIA,
Revenue and Agricultural Department, Simla.

SIR,—I have the honour, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt of your letter No. ⁵⁶⁹₂₋₅₅ of the 9th instant, and, in reply, to say that copies of the annual reports of the Chamber, detailed over-leaf, have been transmitted to the Imperial Institute through the Government of Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX JJ.

ADDRESS OF WELCOME TO LORD LANSDOWNE.

To the Most Honourable HENRY-CHARLES-KEITH PETTY-FITZMAURICE, MARQUESS OF LANSDOWNE, G.C.M.G., Earl Wycombe, of Chipping Wycombe, County Bucks, Viscount Caln and Calnstone, County Wilts, and Lord Wycombe, Baron of Chipping Wycombe, County Bucks in the Peerage of Great Britain; Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw, and Dunkerron, in the Peerage of Ireland; Viceroy and Governor-General of India, Designate.

MAY IT PLEASE YOUR LORDSHIP,—We, the members of the Bombay Chamber of Commerce, beg to offer you a most cordial welcome on your arrival in India.

The appointment of your Lordship as Viceroy and Governor-General of India has met with the spontaneous approval of all classes of the people, and specially commends itself to the Mercantile Community we represent, who find in your previous parliamentary connection with Indian affairs and the unqualified success of your administration while Governor-General of the Dominion of Canada, a guarantee that the great and important responsibilities which devolve upon the representative in this country of Her Most Gracious Majesty the Queen-Empress have been entrusted to the capable hands of a tried and enlightened statesman.

The experience your Lordship has acquired of the widespread benefits which immediately follow the construction of new railways in an agricultural country, lead us to hope that the extension of railway communication in India—which has always been strongly advocated by the Bombay Chamber of Commerce—is a question which will enlist your Lordship's sympathies and support. Of recent years the claims of Western India in this respect have received a fair share of recognition, and Bombay as a port is on the eve of obtaining a material accession of trade from the opening of the Indian Midland and the Nagpore-Bengal Railways which are rapidly being prosecuted to completion. A line on the

broad gauge from Godra to Rutlam as an extension of the Bombay, Baroda and Central India system, is however, still required before the main routes of communication can be considered as fairly provided for. This railway has invariably been assigned a leading position in the schemes of development and extension advocated by the Chamber, second only to the two important systems already mentioned, but recognising the grave financial difficulties which the government of your predecessor has had to contend with, owing in great measure to the fall in the exchange value of the rupee, the members of the Chamber have refrained for some time past from insisting on the claims which the line has to a first place in the Government programme. Wishing to maintain this position, we would now only venture to express the hope that the line will receive attention when your Lordship is considering fresh schemes of extension, and that should financial conditions improve, its construction will be immediately supported and pressed forward.

The question of feeder lines of railway to the main systems already in existence or under construction is also one of growing importance, and your Lordship will have it in your power to impart an enormous impetus to trade, and materially aid the development of the country by laying down a basis on which it will be possible for existing trunk lines to construct subsidiary connections and other aids to traffic. In some instances for strategical reasons, and in others from motives of economy, the earlier and more important of the main lines have, in many districts, been carried from point to point, leaving populous towns and other sources of traffic a few miles on either hand; and, when called upon, the Chamber will be able to point out several places where, by a comparatively small outlay, an important accession of revenue could be assured. This outlay, the guaranteed companies cannot, under existing restrictions, incur, while the short lines required would not pay as separate undertakings owing to the expenses attendant on independent working; yet the wants of the country in regard to facilities of communication cannot be adequately supplied, nor railway enterprise be fully developed until such feeder lines can be freely undertaken by the main companies which they would subserve.

In thus expressing to your Lordship in merely general terms the desire we have to see the construction of feeder

lines of railways promoted while abstaining from urging the claims of particular schemes, we are influenced by the knowledge that at least in the immediate future the financial necessities of Government must restrict expenditure on public works to those of actual emergency. We can well conceive, indeed, that your Lordship's first anxiety on taking up the reins of Government will be on the question of ways and means, and in that connection the members of the Chamber are of opinion that at any rate for the present in the exercise of intelligent economy in expenditure, Government will find the most effective aid to their endeavours to preserve a financial equilibrium.

With your Lordship's permission, we would respectfully suggest some of the heads of expenditure under which we consider material economies might be found practicable without in any way endangering the efficiency of the public service.

The most important of these is the large amount disbursed in England under the general head of Home Charges. These, we understand, are at present under revision by the financial officers of Government; but, to give satisfactory results, we are of opinion that the enquiry should be of an open character and the evidence of business experts taken regarding the methods of supplying stores and materials in the purchase of which a widespread belief prevails that considerable savings could be effected by the adoption of a system of open competition. The contribution required from India for services rendered by the Royal Navy is also a heavy item for which the country receives an adequate return, and this service as also the transport of troops to and from England could be efficiently performed by vessels manned by native crews under officers of the Indian Marine, at a great reduction in cost.

The unification of the different systems of account—Public Works, Military and Civil—under the Accountant General's Department, would, we feel sure, have the double advantage of materially lessening the expenditure while admitting of greater simplicity of treatment; moreover, liability to error would be thereby diminished. And, by the amalgamation of the Post Office and Telegraphs under one administration, further savings would doubtless be found possible.

To the members of the Chamber, however, no scheme of financial reform will appear complete until the Indian

Councils Act of 1861 has been so remodelled as to admit of the annual budget being submitted to and discussed by the Legislative Council of the Viceroy before it is passed. And an equally strong opinion exists that in any parliamentary legislation necessary to that end provision should be inserted for appointments to the India Council being only made on well defined lines which have not hitherto been sufficiently recognised. An essential qualification, we respectfully submit, should be a practical and recent knowledge of this country and its people, and to ensure continuity on these points the term of appointment should not exceed five consecutive years. The number of members might also be reduced without inconvenience and as a measure of retrenchment.

We crave your Lordship's indulgence if in addition to our words of welcome we have in our brief remarks digressed somewhat from the matters which more immediately concern the members of the Chamber. But we have already placed our views on record regarding the three important Acts now before the Government of India—the Insolvency Act, the Railway Act, and the Merchandise Marks Act—and with these—as we trust they shortly will be—finally passed, we have no legislation to solicit in mercantile interests, and in regard to the ordinary questions which arise from time to time between the Government and the trading community, we depend on your Lordship's favourable consideration to the requests we may have occasion to prefer through the regular official channels.

In conclusion, we would beg to express the hope that your Lordship may be preserved in health and strength to enable you to support the heavy responsibilities and perform the arduous duties of the high office which you have been called upon to fill.

In the name and on behalf of the members of the Bombay Chamber of Commerce—We have, &c.,

F. FORBES ADAM,	Chairman.	
A. F. BEAUFORT,	Deputy Chairman.	
H. W. ULOTH,		} Members of Committee.
G. COTTON,		
A. F. SIMPSON,		
L. AEPPLI,		

BOMBAY, 4th December 1888.

Lord Lansdowne in reply said : Mr. President and Members of the Chamber of Commerce of Bombay,—The good-will which the Chamber of Commerce has kindly expressed towards me possesses the greatest value in my eyes, and I thank you heartily for the courtesy which you have shown me. It is, I can assure you, with the utmost satisfaction that I have learned from you, Sir, that my selection for the high office, which I am about to undertake, commends itself to the mercantile community of Bombay. No one is more ready than I am to recognize the high importance of the interests committed to your care—interests in which not only India is concerned, but which are indissolubly bound up with those of the commerce of Great Britain, which is bound more closely by commercial ties to your city than to any other in this continent. I am fully prepared to admit the advantages which may be derived by those who are connected with the Government of India, from the existence of bodies such as yours, the authorized exponents of the views of the commercial community, and you will, I can assure you, always find me ready to avail myself of your good offices in dealing with that class of political questions which most closely affect you. Upon the present occasion you will, I feel sure, excuse me if I do not enter at length into a discussion of the particular points to which you have referred me, not because these are not matters which I should be glad to discuss with you. I suppose, indeed, that every new Viceroy arrives in India with ideas of his own in regard to the great task which lies before him and the policy by which he would like to be guided during his administration in dealing with questions such as those which you have raised. There is, however, one conviction which should—I cannot help thinking—prevail with him at such a moment, the conviction that any ideas with regard to Indian matters formed at a distance, and of necessity without that full knowledge which can be acquired only upon the spot, are almost sure to be modified by subsequent experience of men and things derived in the country, and from direct contact with persons having an intimate knowledge of it to which he cannot pretend. For this reason ordinary caution as regards himself as well as the respect which he owes to his future colleagues and advisers demand of him that he should be slow at the very outset of his career to give premature public utterance to his thoughts in regard to the affairs of your country, and you on your side will be slow to find fault with him, if he

exercises what I fancy most people will look upon as a judicious reserve in speaking about them. I shall, however, not fail to take note of what you have said in regard to the importance of continuing to develop the railway system of India, both as a means of increasing the material resources of the country and in order to diminish the risk to which it is liable from those periods of scarcity to which it has been from time to time exposed. I may mention that on the eve of my departure, this view was strongly pressed upon me by an influential deputation from the Chamber of Commerce of Manchester—a city with which you are so closely connected. I feel with you, however, that at the present time all proposals involving an increase of the public expenditure require the closest examination and scrutiny. There is nevertheless, I am convinced, no duty more incumbent upon your Government than that of extending the railway communications of the country, and of bringing to light and rendering available for human use the wealth which is latent within it. Nor is there, I believe, any chapter of Indian history to which we had a right to recur with greater satisfaction than that which records our past achievements in this direction—achievements, the progress of which will, I trust, not be arrested during my connection with your Government. I thank you once more for the manner in which you have addressed me, and I trust to be able during my term of office to recur to you from time to time for assistance and advice. (Loud applause.)

APPENDIX KK.

FAREWELL ADDRESS TO LORD DUFFERIN.

To the most Honourable the MARQUESS of DUFFERIN and
AVA and EARL of AVA, K.P., G.M.S.I., G.C.B., G.C.M.G.,
&c., Ex-Viceroy and Governor-General of India.

MAY IT PLEASE YOUR LORDSHIP,—On the eve of your approaching departure for Europe, we, the members of the Bombay Chamber of Commerce, desire respectfully to approach your Lordship to express the deep sense we entertain of the distinguished services you have rendered to the country during the four years you have with conspicuous ability discharged the arduous duties of Viceroy and Governor-General of India.

Coming to that high office with a world-wide reputation as a statesman, you have shed additional lustre on your name by the wisdom with which you have guided the councils of the Empire and the success which has attended your administration during an exceptionally trying period. Within a few months of your taking up the reins of Government the country was menaced by the possibility of invasion, and while war was at that time averted owing in a great measure to your prudent counsels and diplomatic skill, you, with the true genius of the practical statesman, seized the opportunity to insist upon the necessity of strengthening the frontier. This, in spite of much adverse criticism, you have unflinchingly carried through to completion, and we owe it to your Lordship's clear-sighted and courageous policy that the previous feeling of anxiety and distrust of Northern aggression has given place to a sense of security. At the same time you have put an end to the danger of a repetition of those frequent scares which in the past have proved so wasteful and extravagant, and you have assured to this vast dependency a continuance of peace, prosperity and progress.

As a portion of the scheme of Imperial Defence, Bombay, we are glad to acknowledge, has at length received the protection which the magnitude of her trade demands, and when the works now in progress are accomplished, our

harbour, the communicating port with Europe, will be rendered safe against maritime attack.

In the annexation of Burma we meet the same sound policy and true appreciation of the necessities of the situation. This measure, which was forced upon Government at the time in the interests of the people of India and Burma, has since received ample justification from the course of events, and had you, daunted—as you might well have been—by the financial cost and immense responsibilities involved, attempted any other mode of facing the difficulty, it is now certain, from the evidence available, that complications of the gravest character might have ensued affecting the tranquillity of the Empire. And a future expenditure might have been rendered unavoidable the magnitude of which it is not possible to pre-estimate but which it is certain would have enormously exceeded what has been and is being incurred. That Upper Burma, formerly disorganised and lawless, should, within comparatively so short a time, have been incorporated as a province of the Empire, reflects the greatest credit on your Lordship's administration, and Her Gracious Majesty the Queen-Empress has most fittingly recognised this in the additional honours which she has recently bestowed upon you, and upon the reception of which we beg to tender our hearty congratulations.

While thus guarding the country from external aggression, your Lordship has not been forgetful of its internal well-being and requirements. Although hampered by the financial necessities of Government which have compelled the closest economy in all branches of the administration, you can justly point to an honourable record of useful reforms and legislation initiated and accomplished. In the Finance Commission we find an honest attempt to ascertain the lines on which retrenchment could be best effected without imperiling the efficiency of the various departments dealt with, and the Public Service Commission has afforded a starting point for the wider admission of qualified and competent natives to a share in the Government of the country.

To your Lordship's period of office must be assigned the credit of having taken in hand a reform of the law of insolvency, as also the two important measures now before the Legislative Council—the Railway Bill and the Merchandise Marks Act—and when, in welcoming your successor

to India a few days ago, we were able to say that with these three Acts passed we had no new legislation to solicit in mercantile interests, we conceive we were recording the highest tribute to the work of the Legislative branch of your administration which we as a Chamber of Commerce had it in our power to offer.

The Commercial Community are under deep obligations to your Lordship for the fostering care you have at all times bestowed upon agricultural and trade interests, and especially for the active support you have throughout given to railway extension. During the four years of your Government about three thousand miles of new railways have been opened or placed under construction. True, a large proportion of these are strategical lines for frontier defence, but even these necessarily follow the best routes of communication and must eventually prove of commercial importance and general utility. Here in Bombay our acknowledgments are more particularly due for the influence which has aided us in obtaining the two large systems now being rapidly prosecuted to completion—the Indian Midland and the Nagpur and Bengal—which will bring into tributary relations with this port a wide extent of rich agricultural country hitherto practically debarred from external trade and from a share in the benefits to the people that proceed from the opening up of districts previously closed from want of communication.

Your Lordship's administration will be long remembered for the active interest taken in the cause of technical education which has at last assumed sufficient practical form to warrant us in hoping that the day is not far distant when Indian institutions will send out trained draughtsmen, mechanics and engineers capable of guiding the industries now supervised by foreign skill, and provide a steady supply of scientific labour which will tend to stimulate and promote new industries and enterprises.

We would tender our sincere thanks to your Lordship for the courtesy and consideration which you have invariably extended to the representations of the Chamber when we have had occasion to address Government on matters of public or commercial interest. It now only remains to us to bid you adieu. It must be a matter of no small gratification to your Lordship to leave India feeling that the aspiration you gave utterance to, before leaving England, that

you might "keep the country entrusted to your guardianship tranquil and secure," has been amply fulfilled. It is our hope that you may long be spared in health and strength to serve in other exalted posts your country and Her Majesty the Queen-Empress.

Wishing you all happiness and prosperity,

In the name and on behalf of the members of the Bombay Chamber of Commerce.—We have, &c.,

F. FORBES ADAM, Chairman,	
A. F. BEAUFORT, Deputy Chairman,	
H. W. ULOTH,	} Members of Committee
G. COTTON,	
A. F. SIMPSON,	
L. AEPPLI,	
W. S. S. BISSET,	}

BOMBAY, 13th *December* 1888.

His Lordship, who spoke with considerable emotion, said in reply to the address :—

Gentlemen,—I am afraid I stand before you rather in the position of a defaulter. I have to confess to you that I have been quite unable to frame a written reply to your address. According to conventional usage, it is necessary that the answer to such a document should in some way re-echo the paragraphs of the address itself. But when I came to take my pen in hand, I found that you had referred to the various phases of my administration in so generous and so kind a spirit that it became utterly impossible for me to write a word that could in any sense satisfy myself. I therefore thought that the best thing I could do would be to throw myself on your indulgence and in a few brief words coming directly from my heart to tell you with all the earnestness of which my nature is capable, how grateful I am for the terms in which you have spoken of me. I assure you that I have never received an address during the long period of service, in the course of which I have received many addresses, which has given me greater pleasure. And if ever hereafter I shall be called upon to defend my acts as Viceroy of India, I do not know what better defence I can proffer than by simply submitting the paragraphs which have just been read. They will remain in my family as a proof of the reward which anyone who endeavours faithfully and honestly to do his duty meets with at the hands of his countrymen. The only further reference which I should make to anything you have written is to assure you that my Government and myself have always considered it a matter of the greatest importance that before embarking upon any considerable act affecting either the commerce or the general commercial welfare of the community, we should take the utmost advantage of the experience and of the knowledge of business possessed by

the leading commercial men of the various centres of population in this country. Amongst the members of the Legislative Council of the Supreme Government there is none more able than the gentleman who sits there by right of his commercial and financial experience, and I am sure it will not have escaped your observation that during the last session I ran some little risk and over-stepped the usual practice by taking advantage of a technical excuse to allow the Budget to be discussed in the Legislative Council, when, under ordinary circumstances, we should have been precluded by the regulations of business from doing so. (Applause.) In my own personal opinion there would ensue the very greatest advantage could such a practice be continued. However, gentlemen, I will not enter further upon topics which, I am sorry to say, are no longer within my jurisdiction. And I will simply conclude by again thanking you for your great kindness and by asking you to accept in lieu of the written reply to which you are properly entitled, a *souvenir* of one whose last day in India will have been gladdened by the kind words you have said to him. (Loud applause.)

The *souvenir* which Lord Dufferin presented to the Chamber took the form of a splendid engraving of himself in an oak frame, the border at the foot of the picture bearing the following inscription :—"The Earl of Dufferin, K.P., G.C.B., G.C.M.G., G.M.S.I., G.M.L.E., Lieutenant of County Down, Vice-Admiral of Ulster, Viceroy of India. *Dufferin and Ava.*"

Mr. Forbes Adam having accepted the *souvenir* on behalf of the Chamber, and having handed the address of the Chamber to his Lordship, the proceedings terminated. It may be mentioned that the copy of the address was enclosed in a morocco leather case which bore, in gold letters, the subjoined inscription :—"Address of the Bombay Chamber of Commerce to the Most Honourable the Marquess of Dufferin and Ava and Earl of Ava, K.P., G.M.S.I., G.C.B., G.C.M.G., &c., ex-Viceroy and Governor-General of India. December, 1888."

APPENDIX LL.

CHAMBER'S LIBRARY.

ADMINISTRATION REPORTS.

- Abkari Department—1882-83.
Ajmere and Mhaiwara Districts—1873-74, 1874-75, 1876-77, 1877-78,
Bombay Customs—1861-62, 1881-82, 1882-83, 1883-84, 1884-85.
1885-86, 1886-87, 1887-88.
Bombay Presidency—1870-71, 1871-72, 1872-73, 1873-74, 1874-75,
1875-76, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83,
1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Bombay Port Trust—1876, 1877, 1879, 1880, 1882, 1883, 1884, 1885,
1886, 1887, 1888.
Bombay Municipality—1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879,
1880, 1881, 1882, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Bombay (Harbour and Pilotage Board)—1873.
Bengal Presidency—1864-65, 1871-72, 1873-74, 1874-75, 1875-76,
1876-77, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84,
1884-85, 1885-86, 1886-87, 1887-88.
Do. Lower Provinces—1882-83 to 1886-87. •
Baroda State—1878-79, 1879-80, 1880-81, 1881-82, 1882-83.
British India—1856-57, 1857-58, 1858-59, 1859-60. •
Bangalore—1881-82.
Burmah—1874-75.
Central Provinces—1879-80, 1880-81, 1881-82, 1882-83, 1883-84,
1884-85, 1885-86, 1886-87, 1887-88.
Central India—1875-76, 1876-77, 1877-78, 1881-82.
Cotton Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72,
1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79,
1879-80, 1880-81, 1881-82, 1882-83.
Jaintha Hills—1878-79.
Karachi Harbour Board—1881-82, 1885-86.
Do. Port Trust—1886-87.
Madras Presidency—1861-62, 1862-63, 1863-64, 1864-65, 1871-72,
1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80,
• 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87,
1887-88.
Do. do. (Manual of Administration)—1885, Vols. 1 and 2,
1886.
Mysore—1877-78, 1878-79, 1879-80, 1880-81.
North-West Provinces and Oudh—1864-65, 1871-72, 1872-73, 1873-74,
1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81,
1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
Naga Hills—1878-79.
Persian Gulf and Muscat—1878-79, 1879-80, 1880-81, 1881-82, 1882-83,
1883-84, 1884-85, 1885-86, 1886-87, 1887-88.

- Panjab—1849-50, 1850-51, 1854-55, 1855-56, 1867-68, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
- Public Works Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1883-84, 1884-85, 1885-86, 1887-87 (Civil and Military Works).
- Railways in India—1859, 1860-61, 1863-64, 1864-65, 1865-66, 1868-69, 1870-71, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84.
- Do. do.—1884-85, Parts 1 and 2.
- Do. do.—1885-86, Parts 1 and 2.
- Do. do.—1886-87, Parts 1 and 2.
- Do. do.—1887-88, Parts 1 and 2.
- Rajpootana States—1875-76, 1876-77, 1877-78, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.
- Salt Department—1866-67, 1884-85.
- Telegraph Department—1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87, 1887-88.

CHAMBERS OF COMMERCE AND OTHER ASSOCIATIONS REPORTS.

- Aden Chamber of Commerce—1887, 1888.
- Association of Chambers of Commerce of the United Kingdom—1880, 1885.
- Auckland Chamber of Commerce—1885, 1886, 1888.
- Adelaide Chamber of Commerce—1885, 1886.
- Bombay Chamber of Commerce—1838-40, 1840-46, 1846-53, 1853-54 to 1858-59, 1859-60, 1860-61, 1861-62, 1862-63, 1863-64, 1864-65, 1865-66, 1866-67, 1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1886, 1887, 1888.
- Bristol Chamber of Commerce—1871, 1873, 1879-80, 1883-84, 1885, 1886.
- Bengal Chamber of Commerce—1870, 1871, 1879-80, 1881, 1882, 1883, 1884, 1885, 1886, 1887-88.
- Bengal National Chamber of Commerce, 1887.
- Canterbury Chamber of Commerce—1881.
- Cochin China Chamber of Commerce—1886.
- Cape Town Chamber of Commerce—1883, 1884, 1886, 1887.
- Ceylon Chamber of Commerce—1878, 1879, 1880, 1881, 1882, 1883, 1884.
- Dunedin Chamber of Commerce—1883, 1884, 1885, 1886, 1887, 1888.
- Durban Chamber of Commerce—1885, 1886, 1887.
- Dunkerque Chamber of Commerce—1885.
- Gibraltar Chamber of Commerce—1887.
- Glasgow Chamber of Commerce—1883, 1884, 1885, 1886, 1887, 1888.
- Halifax Chamber of Commerce—1884.
- Hongkong Chamber of Commerce—1879, 1881, 1882, 1884, 1886, 1887.
- Hobart Chamber of Commerce—1887.

- Karachi Chamber of Commerce—1865-66, 1866-67, 1867-68; 1868-69, 1869-70, 1870-71, 1872-73, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1882-84, 1884-85, 1885-86, 1886-87. Tonnage Scale.
- Liverpool Chamber of Commerce—1884, 1885, 1886, 1887.
- Madras Chamber of Commerce—1855, 1856, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886.
- Manchester Chamber of Commerce—1879, 1882, 1883, 1884, 1885, 1886, 1887.
- Melbourne Chamber of Commerce—1880, 1881, 1882, 1884, 1885, 1886, 1887, 1888.
- Natal Chamber of Commerce—1882.
- Newcastle Chamber of Commerce—1886, 1887.
- Paris Chamber of Commerce—1884.
- Port Elizabeth Chamber of Commerce—1880, 1882, 1886, 1887.
- Rotterdam Chamber of Commerce—1884, 1885, 1886, 1887, 1888.
- Rouen Chamber of Commerce—1884, 1885, 1886.
- Singapore Chamber of Commerce—1884-85, 1886, 1887.
- South Australia Chamber of Commerce—1859, 1865, 1867, 1868, 1870, 1884.
- Shanghai Chamber of Commerce—1869, 1879, 1883, 1884, 1885, 1886, 1887.
- Salt Chamber of Commerce—1885, 1886.
- Saigon Chamber of Commerce—1884.
- Southampton Chamber of Commerce—1886, 1886-87.
- Transvaal Chamber of Commerce—1880.
- Wellington Chamber of Commerce—1882.
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„ 1, 2 and 3	—1870	„ 1, 2 and 3	—1881
„ 1 and 2	—1872	„ 1 and 2	—1882
„ 3	—1873	„ 1	—1883
„ 1 and 2	—1874	„ 3	—1884
„ 3	—1875	„ 2	—1885
„ 2 and 3	—1876	„ 1 and 3	—1886
„ 1 and 2	—1877	„ 1 and 2	—1887
„ 2	—1879	„ 1, 2 and 3	—1888

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 " IV. Ahmedabad.
 " V. Cutch, Palanpur, Mahi Kantha, Cambay and Surat States.
 " VI. Rewa Kantha.
 " VII. Baroda.
 " VIII. Kathiawar.
 " X. Ratnagheri and Savantwadi.
 " XI. Kolaba and Janjira.
 " XII. Khandeish.
 " XIII. Part I. Thana.
 " XIII. " II. do.
 " XIV. Thana, Places of Interest.
 " XV. Part I. Kanara.
 " XV. " II. do.
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 " XVII. Ahmedabad.

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 " XVIII. " II. "
 " XVIII. " III. "
 " XIX. Satara.
 " XX. Sholapur.
 " XXI. Belgaum.
 " XXII. Dharwar.
 " XXIII. Bijapur.
 " XXIV. Kolhapur.
 " XXV. Botany.

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| The Manchester Guardian. | London Chamber of Commerce Journal. |
| The Liverpool Daily Post. | Jeweller and Metal Worker. |
| The Glasgow Weekly Herald. | The Daily Recorder. |
| The Economist. | Monthly Shipping Register. |
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| The Times of India. | The Merchant. |
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| Bombay. | Yokohama. |
| Calcutta. | Batavia. |
| Kurrachee. | Penang. |
| Tuticorin. | Hongkong. |
| Madras. | Shanghai. |
| Pondicherry. | Singapore. |
| Coconada. | Saigon. |
| Colombo. | Java (Shipping List.) |

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	James N. Fleming...	1861-62
M. T. Brownrigg	1837-38	Michael H. Scott ...	1862-63
H. G. Gordon... ..	1838-39	Robert Hannay ...	
J. Skinner	1839-40	Alexander Brown ...	1863-64
T. R. Richmond	1840-41	Andrew Grant ...	1864-65
C. B. Skinner... ..	1841-42	A. C. Gumpert ...	
S. D. Murray... ..	1842-43	Alexander Stewart...	1865-66
J. Wright	1843-44	A. J. Hunter ...	1866-67
E. Lyon		W. Christian ...	
T. Cardwell	1844-45	A. J. Hunter ...	1867-68
J. Smith	1845-46	Alexander Brown ...	1868-69
W. Graham	1846-47	J. Foggo ...	1869-70
John Parsons... ..	1847-48	Hamilton Maxwell ...	1870-71
A. G. Latham... ..	1848-49	H. E. Astley ...	
Robert Strong... ..	1849-50	D. Graham ...	1871-72
W. S. Grey	1850-51	A. D. Grant ...	1872-73
John Parsons	1851-52	W. G. Hall ...	1873-74
A. H. Campbell	1852-53	J. K. Bythell... ..	
H. B. Gilmour	1853-54	H. E. Bright ...	1874-75
James Graham	1854-55	E. Lord ...	1875-76
W. F. Hunter... ..	1855-56	D. Watson ...	
A. T. Binny	1856-57	J. A. Forbes ...	1876-77
H. B. Gilmour		G. F. Henry ...	
John Fleming... ..	1857-58	Donald Graham ...	1877-78
Robert Ryrie	1858-59	Walter Lang ...	1878-79
H. D. Cartwright	1859-60	M. Mowat ...	1879-80
Henry Scott		C. Macdonald... ..	1880-81
Andrew Grant	1860-61	J. N. Graham... ..	1881-82
George Hamilton		E. Comber ...	
George Lord		W. M. Macaulay ...	1882-83
		James Thorburn ...	

The Hon'ble F. Forbes Adam, C.I.E., 1883-84, 1884-85, 1886,
1887, 1888, 1889.

Secretaries.

R. X. Murphy... ..	1836-38	J. A. Crowe (Acting) ...	1858-59
J. E. Brenan	1838	H. Brooke ...	1859-64
R. X. Murphy... ..	1838-41	James Taylor... ..	1864-73
T. J. A. Scott... ..	1841-46	John Gordon ...	1873-84
John Connors	1846-57	David Watson (Acting)...	1881-82
John Mawson... ..	1857-59		

JOHN MARSHALL, appointed 1885.

GENERAL MEETINGS.

PROCEEDINGS of a General Meeting of the Members of the Bombay Chamber of Commerce, held in the rooms of the Chamber on Monday, 9th April 1888, at 4 p.m., to elect new members; and afterwards to discuss the proposed action of the Liverpool Corn Trade Association, in regard to standards of Bombay wheat.

Present.

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman, in the Chair.*

Mr. H. W. Uloth,
,, A. F. Simpson,
Major W. S. S. Bisset, R.E.,
,, A. Pallis,
,, W. Scouloudi,
,, A. F. Beaufort,
,, H. C. Wright,
,, W. M. Macaulay,
,, J. M. Ryrie,
,, W. Lang,
,, J. Fachiri,

Mr. L. Bergl,
,, J. Steiner,
,, P. Leuthardt,
,, W. A. Bankier,
,, L. R. W. Forrest,
,, R. L. Stewart,
,, Vizbucandas Atmaram,
,, H. W. Patrick,
,, R. A. Wallis,
,, R. S. Campbell,
and

MR. JOHN MARSHALL, *Secretary.*

The Secretary having read the notice convening the meeting, the firm of Messrs. S. Sanday & Co., proposed by Messrs. Ewart, Latham & Co., and seconded by Messrs. W. and A. Graham & Co., were balloted for in the usual way and duly elected.

At 4-15 p.m. the meeting was reconstituted, in terms of the notice previously given, as a meeting of those interested in the wheat trade of the port, for the purpose of discussing the proposed action of the Liverpool Corn Trade Association in regard to standards of Bombay wheat, as set forth in the following circular letter which had been addressed to the various firms in the trade, viz. :—

“LIVERPOOL CORN TRADE ASSOCIATION, LIMITED,

15th February 1888.

“DEAR SIRS,—I am instructed to hand you the annexed copy of a resolution adopted at a recent meeting of the Standards Committee of

this Association, and to ask whether, in the event of its being confirmed by my Directors, you would be prepared to make contracts on the basis indicated by the Resolution.—Yours, &c.,

(Sd.) JOHN HANNAY, Secretary."

"Copy of Resolution :—

1.—That no standards of choice or No. 1 white Bombay wheat be made up for the coming season, but that the words "Liverpool standard" as applied to these descriptions shall mean—

- (a.) In the case of choice white Bombay wheat containing not less than 93 per cent. of soft white club wheat, and not more than 4 per cent. of soft and hard red, nor more than 3 per cent. of dirt, seeds and grain other than wheat; and
- (b.) In the case of No. 1 white Bombay wheat containing not less than 85 per cent. of soft white club wheat, and not more than 12 per cent. of soft and hard red, nor more than 3 per cent. of dirt, seeds and grain other than wheat."

The Chairman stated that this meeting had been convened to discuss a letter from the Liverpool Corn Trade Association, proposing a new basis on which contracts for Bombay wheat should be made in future. That letter, although doubtless the outcome of the Chamber's action in September 1886, had not been addressed to the Committee, but had come to them through the favor of a member of the Chamber, who rightly considered that the matter was one for joint rather than individual action. The Committee had accordingly invited the opinions of the general body of members by circular, and, finding that a desire existed to have the proposals discussed at a meeting of the trade, had brought them together to-day, and would now be glad to have the opinions of the gentlemen present.

Mr. W. Lang said that he would propose that the Chamber should address the Liverpool Corn Trade Association, suggesting that choice wheat should be 92 per cent. soft white, 6 per cent. soft and hard red, and 2 per cent. refraction; and No. 1 wheat be 85 per cent. soft white, 13 per cent. soft and hard red, and 2 per cent. refraction.

Mr. L. Bergl spoke in support of Mr. Lang's proposal.

Mr. Pallis was of opinion that 93 per cent. should be the proportion of soft white in choice wheat, but after a discussion taken part in by the gentlemen who had already spoken, Mr. J. Fachiri and Mr. A. F.

Beaufort, it was resolved that the question of refraction should be first disposed of, and the following resolution was then put and carried *nem. con.* :—

That the refraction on "Choice" and No. 1 Club wheat shipped to Liverpool shall be fixed at not over 2 per cent.

A general discussion then ensued as to the extent and character of the admixture to be fixed, and ultimately on the motion of Mr. W. Lang, seconded by Mr. L. Bergl, it was unanimously resolved that—

The admixture shall not exceed in "Choice" 6 per cent. of other than soft white, and in No. 1, 13 per cent. of other than soft white.

Mr. Bergl proposed that the Chamber should address the London Corn Trade Association, pointing out the desirability of adopting the same terms of contract as in Liverpool.

Mr. W. Lang expressed his opinion that the London arbitrations were exceedingly fair, and it would be unadvisable to disturb a mode of business which had been found to work satisfactorily by all concerned.

Mr. Bergl contended that it was not a question of whether the present mode of selling in London on the basis of fair average worked well or the reverse, but that they had met there to endeavour to promote means for improving the character of the wheat shipped from Bombay, and it would be little use getting their recommendations adopted in Liverpool if another system of dealing were maintained in London.

A discussion ensued, in which Messrs. Pallis, Fachiri and Forrest expressed their views, and after some remarks from the Chairman in support of Mr. Bergl's suggestion, it was

Proposed by Mr. Bergl, seconded by Mr. Forrest—

That a copy of the resolutions passed to-day be sent to the London Corn Trade Association by the Chamber, adding that as shippers are anxious to improve the quality of Indian wheat, they hope the London Association will be willing to limit the refraction on Bombay wheat to 2 per cent.

This resolution was carried unanimously, and the meeting closed with the usual vote of thanks to the Chairman.

THE Annual General Meeting of the Members of the Bombay Chamber of Commerce was held on Wednesday, 30th January, 1889, at 4 p.m., to transact the following business:—

- I.—To receive the Report of the outgoing Committee.
- II.—To pass a Resolution increasing the number of the Committee from 7 to 9.
- III.—To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII.
- IV.—To confirm the addition to the Tonnage Scale of the articles "Coffee" in bags, and "Copra" in robins, in accordance with the ascertained measurements.
- V.—To confirm the Rules for the election of two Members to represent the Chamber on the Municipal Corporation under Act III. of 1888.
- VI.—To amend the Resolution passed at the Special General Meeting of the Chamber on the 22nd July, 1881, respecting shut-out cargo.
- VII.—To elect new Members ; and to transact any other business that may be brought forward.

Present :

The Hon'ble F. Forbes Adam, C.I.E., *Chairman, in the Chair.*

Mr. George Cotton,
 „ J. H. Slight,
 „ A. Leslie,
 „ M. R. Wyer,
 „ C. Douglas,
 „ R. S. Campbell,
 „ G. C. Scaramanga,
 „ H. W. Patrick,
 „ L. Aeppli,
 „ S. D. Sassoon,
 „ C. H. B. Forbes,
 „ W. A. Bankier,
 „ A. M. Gubbay,
 „ A. F. Beaufort,
 „ N. S. Glazebrook,
 „ J. L. Symons,
 „ H. W. Uloth,
 „ J. Tintner,

Mr. E. Schoen,
 „ D. H. Glade,
 „ B. Nicholson,
 „ A. Abercrombie,
 „ Harold R. King,
 Major W. S. S. Bisset, R.E., C.I.E.,
 Mr. W. M. Macdonald,
 Mr J W. Brown,
 „ M. C. Turner,
 „ W. Greaves,
 „ J. Fachiri,
 „ John Y. Lang,
 „ H. Chalmers,
 „ John Stiven,
 „ D. Jackson,
 „ H. C. Burder,
 „ J. Black,
 „ Vizbucandas Atmaram, and

The SECRETARY.

The following firms were balloted for and duly elected Members of the Chamber :—

Messrs. Sallugram, Khunnah & Co. ; proposed by Messrs. W. and A. Graham & Co., and seconded by Messrs. Finlay, Muir & Co.

Messrs. N. P. Nathan's Sons ; proposed by Messrs. W. and A. Graham & Co., and seconded by Messrs. Lyon & Co.

The Chairman, the Hon. F. Forbes Adam, C. I. E., said :—Gentlemen,—The report of your Committee, the adoption of which I have the honour now to move, goes so fully into the many and various questions that have been dealt with during the past year, that it is not necessary for me to occupy your time by alluding specially to more than one or two of them, more particularly as, in speeding the departing Viceroy two months ago, the Chamber had an opportunity of expressing its opinion on all the leading features of Lord Dufferin's administration, and in welcoming Lord Lansdowne, the occasion was taken to put prominently forward those matters to which we hold attention should be carefully directed in the immediate future. I have seen it somewhere stated that the Chamber attempted to "draw" Lord Lansdowne. I need hardly say this was very far from our intention and design. We thoroughly appreciated as business men the cautious and creditable reserve of the Viceroy's reply to our address.

THE WHEAT AND WOOL TRADES.

You have, no doubt, noticed that we have failed to make much progress towards putting the wheat trade on a better footing. Our efforts to persuade London merchants and millers to change the conditions of contract and to buy only clean wheat, or wheat as nearly clean as is practicable, have been met by the response that buyers are content with the existing order of things, and do not want clean wheat. Under the circumstances, we can do nothing but wait patiently for a change in their disposition. Recently the wool buyers agreed to buy only clean wool, and if they adhere to this determination, shipments of artificially sanded wool—I say artificially, for I fancy much sand finds its way into the fleece of a sheep while browsing on scanty patches of pasturage amidst desert tracts that cannot all be got rid of in the rough local processes of cleaning—will very soon become a thing of the past. Possibly, some day wheat buyers, as suggested in the *Times of India* this morning, will follow this excellent example. If they can be so

persuaded, it will be good for India. The cost of the carriage of dirt is nearly as bad for the trade as an export duty.

DISCUSSION ON IMPERIAL BUDGET.

A second matter I would allude to. You may remember that last year we joined the Bengal Chamber in representing to Government the desirability of allowing the Imperial Budget to be discussed in Council. Not long ago the Madras Chamber favoured us with a copy of a letter they had addressed to the Government of India, in which, for reasons stated at some length, they urged the importance of enlarging provincial councils and of conceding the privilege of discussing provincial budgets. A movement in this direction cannot be much longer delayed. To submit budgets to the intelligent examination of official and non-official members working together, must surely prove useful. Two years ago, in speaking to you, I pointed out that the time was drawing nigh for the substitution of election for nomination of non-official members and for throwing open local budgets to interpellation; that local councils were wanting in the powers of independent supervision possessed by representative bodies, and which is a marvellous protection against costly proposals of special departments and a salutary check on superfluous expenditure. That we could not have representative bodies, but that the councils could be widened, election introduced, and budgets scrutinised, while all needful safeguards could be provided, and the final control left in the hands of the executive. This is all that the Madras Chamber contends for, and Lord Dufferin, while pointing out how impossible it was to have real representation, indicated before he left that he had submitted a scheme to the home authorities, which met in some degree this desire for progress, and which, I think, will deserve and will command general approval. Gentlemen, there are several questions connected with mercantile interests that have not come before your Committee, and are, therefore, not mentioned in their report, about which I would ask permission to say a word or two.

THE SILVER COMMISSION.

Some months ago the Silver Commission issued its long-expected report. It is an interesting report that well repays study. But I do not think it brings us much nearer to a practical solution of the exchange difficulty which causes Government so much anxiety, public servants so much loss, and the commercial classes so much uncertainty

and inconvenience. I would briefly describe the report as arriving—I mean the main report signed by the chairman, Lord Herschell—at three conclusions, namely :—1st. That if the chief nations of the West joined together to open their mints to the free coinage of gold and silver at a fixed ratio, the relative position of the two metals would be maintained with infinitesimal fluctuations at that ratio so long as the agreement was observed. 2nd. That it has not been conclusively proved that England has suffered by so-called scarcity of gold, and that the fall in prices and bad unremunerative trade of recent years may be largely attributable to other causes. That, therefore England cannot be recommended to change her currency for her own sake and take a leap in the dark that may land her among worse evils than those from which she seeks to escape. 3rd. That the fall in silver has been a source of serious harassment to the Government of India, which may be intensified and accentuated by a further fall, and that, therefore, the Government of India should be left with a “free hand” to do what she may judge advisable to remedy the trouble that afflicts her.

THE FINANCIAL FUTURE OF INDIA.

This, virtually, leaves the whole subject very much where it was when the Commission started their investigations, and, although we hear that the bi-metallic party in England—backed by six members of the Commission, including Sir D. Barbour, whose grasp of the subject seems to me, although I differ on many points, to be very wide and thorough—consider they have gained ground and are about to organise the systematic propagation of their views, and to endeavour to educate the British voter, it is evident that we are not likely to witness any important results within a measurable period. India—prowlerless to act without England—has therefore to face an anxious financial future which will call for the strictest economy in all its spending departments, and which will make it imperative to seek out fresh means of obtaining revenue. Meantime, it is fortunate that, as a whole, the country is at present exceedingly prosperous. We have for long been preserved from famine, peace reigns supreme, and though there is still much to be wished for, the general tendency is undeniably towards improvement in the material condition of the people—a tendency that would long ago have become more marked had it not been for thriftless and extravagant customs on the one hand and hoarding proclivities on the other, both of which land the agricultural classes inevitably in the clutches of the money-lenders. During the

last ten years the net imports of silver—silver which is brought to pay for excess value of exports over imports of all sorts after making allowance for council drafts, private remittances, and some minor items—have totalled 70 crores, which have been added to the wealth of the country, and found its way into the hands of the people. During the same period, gold—which, as you are aware, is wanted chiefly for hoarding or for ornaments—has been absorbed to the amount of 35 crores. And if you turn to merchandise pure and simple, that is, articles of daily use, of clothing, and of luxury, you find the marvellous growth in ten years from 35 crores in 1878 to 59 crores in 1888. Imports increase more rapidly than exports—a sign that the people are developing new wants and are able to gratify them.

A GRAVE FEATURE.

But this is a grave feature from the exchange point of view, for it lessens the call for silver to make up the balance of trade, and while silver supplies continue undiminished, it must give a downward impetus to the course of the rupee. We have still little information as to the level at which the supply of silver may be expected to shrink. I have recently heard it put at about 39d. or the equivalent of about 1s. 3d. It would be comforting to be certain that even at one shilling and three pence a turning-point might come. But this is not to be relied on. It is still pretty much a matter of guess-work. That one day a turning-point will come, and that we might without change of laws move slowly back to the level that ruled before 1875, I do not doubt; but before that, much may happen, and to what depths we may first descend, or to what extent legislation may interfere with the natural course of events, when, and in what form, it must be left to time to disclose. I dare not hazard a prediction. One circumstance bearing on the question cannot have escaped your notice. Eleven millions sterling were added to the silver in circulation in America last year by the issue of notes against silver. This is a most significant fact. America is year by year becoming more and more bound up with the future of silver. In this may be contained the germ of a solution of India's exchange difficulty and the hope of deliverance from her financial stress.

THE AGITATION IN LANCASHIRE.

In connection with the silver question, you may remember that when I had the honour of addressing you a year ago, I alluded to the agitation started in Lancashire with the object of showing that the fall

in silver was the cause of Bombay's obtaining so large a share of the China demand for yarns, and that bi-metallism would prove advantageous to Lancashire. I pointed out that Bombay chiefly owed her position to quite different circumstances, that there was room for both Bombay and Lancashire, and that both would obtain their due and legitimate share of the coming development of demand in China and elsewhere. I was glad to see that the majority of the Special Committee appointed by the Manchester Chamber of Commerce to examine the subject and collect evidence, came to this conclusion, although, curiously enough, the Chamber, as a body, at a subsequent general meeting, preferred to accept, not the report of the majority, but the dissent of the minority. It is within the bounds of possibility that the matter was decided on other considerations than its merits on that occasion. Since then some members of the Manchester Chamber have broken fresh ground and have sought to agitate for factory laws for India, similar to the English laws, on the pretext that the Indian operatives required protection. English manufacturers, tenderly solicitous, not for the welfare of their brothers in Bombay, but for their brothers' employes, is a picture in which the comic element predominates, for it must be remembered that their benevolent programme could not be given effect to without hampering and hindering the energetic and skilful competition of Bombay mills. The question was so fully and ably disposed of by the press, and at a meeting of the Millowners' Association, held in December last in these rooms, that I only touch on it to express my firm belief that the Government of India could never be so blind as to be led away by the transparently interested and selfish representations of Lancashire, or so short-sighted as to consent to impose encumbering, uncalled-for, and unsuitable restrictions on a rapidly expanding industry just when their eyes are being opened to the immeasurable importance of fostering and nourishing in every possible way manufacturers in a country whose people are too exclusively dependent on agriculture for the means of subsistence.

THE GROWTH OF THE COTTON INDUSTRY.

To show you how great the growth of the cotton industry has been, I may put before you some figures which I greatly owe to Mr Beaufort, whose statistical powers are well known to you. In 1878, the total value of Indian manufactured goods and yarns sent to Indian ports was 160½ lakhs, and to foreign ports 114 lakhs, of which Bom-

bay's share was 107½ lakhs and 90 lakhs respectively. In 1888, or ten years later, the total to Indian ports was 140 lakhs, and to foreign ports 522½ lakhs, and Bombay's share 117½ and 459½ lakhs, respectively. There was no increase to Indian ports, but the increase to foreign ports was enormous. In other words, the value to Indian and foreign ports mounted up from 274½ lakhs in 1878 to 666½ lakhs in 1888, and Bombay's share from 197½ lakhs to 577 lakhs. This is a grand and magnificent record, and there is every reason to prophesy that, if left free and unfettered by unwise legislation, the future will unfold even a more remarkable tale of growth. It is admitted that legislation is wanted, but it must be adapted to local conditions, and governed by the views of the Commission who, some years ago, went into the matter thoroughly in all its bearings and reported to Government.

IS SIND TO BE TRANSFERRED TO THE PUNJAB ?

Another topic which affects closely commercial interests, and which has been a good deal discussed during the past year, is the rumoured impending re-arrangement of territorial boundaries and the taking of Sind from Bombay and joining it to the Punjab. This is not a question of partial decentralization which we all think so advisable in the interests of good and economic administration. It is not a question of "local self-government with or without autonomy." It is merely a question of transfer. Some time ago, I understand, the people in Sind thought they would be more likely to be looked after, and their projects and interests attended to, by the Punjab than by Bombay ; but this illusion has been dispelled and has vanished. I do not see what is to be gained by the change. Looking at it purely from the mercantile point of view, it seems to me that to those who have houses at both Bombay and Kurrachee it would be exceedingly inconvenient to have to look to a new, unpractised, and distant Government to protect the interests of their branches while their principal interests were centered in Bombay, where they had a Government by tradition and experience acquainted with commercial needs, versed in commercial ways, and easily accessible when representations had to be made. There may be military reasons for the proposed alteration, although these are not readily apparent to non-expert eyes. Now that British Beluchistan has practically been constituted a frontier province, there is much to be lost and nothing to be gained by placing Kurrachee and Bombay under different Governments. Should India be attacked from the north, Bombay must necessarily form the real

base of all important movements. To have at such a time Bombay under one Government and Kurrachee under another, would, to my mind, be somewhat similar to using a double-barrelled gun and placing a man in charge of each trigger—not a method likely to prove conducive to straight and accurate shooting. I confess I can see no advantage to be derived from the change on any grounds: in commercial interests it is undesirable, and I trust it may not be brought about. It should be recollected that the days may not be far off when Sind will be drawn closer to Bombay by the construction of a line of railway from Baroda through Cutch to Hyderabad. The enterprising management of the Bombay and Baroda Railway are already contemplating this, and have an eye to it as an extension of their trunk system. And now that recent surveys have shown the impracticability, owing to the shifty nature of the sand hills, of making a direct line from Kurrachee to Delhi, it is possible the Sind people, as well as the numerous travelling public of Kutch, may welcome this alternative scheme. It would give Kurrachee the long-desired daily postal communication.

INDIAN PORTS BILL.

I now come to a question that may claim the attention of the incoming Committee. The Government of India propose introducing an Indian Ports Bill for the purpose of enacting, among other things, that naval and military stores shall be allowed to pass free over bunders and wharves, and that ships carrying such shall be exempt from dues. This appears to require modification. We know from experience that delay and inconvenience are caused to trade when expeditions are being despatched. No grumbling has been heard. The patriotism of the mercantile and shipping community has proved equal to the occasion. But these expeditions are for imperial purposes, for the good of the country as a whole. It is unfair and wrong in principle that the trade of one port should be saddled with expenditure incurred for the benefit of all. Stores might be as well carried free over State railway lines as shipped for nothing. The Chambers of Commerce have not yet been consulted. Should their opinions be hereafter invited, some modifications will, I trust, ensue. I have not alluded to the Bankruptcy Bill and abolition of imprisonment for debt, because I have, on previous occasions, gone at some length into these subjects. I have also passed over railway extension, although it makes one's mouth water to read of 20,000 miles having been laid down in America within

a couple of years. But we must be content with our modest progress. America has private enterprise and can command American money. We, unluckily, still have to depend almost wholly on Government and Government guarantees and raise our money abroad in gold. The Secretary has just placed in my hands a telegram announcing the subscription in full of the capital required for the Delhi-Kalka line. This is private enterprise, an unguaranteed line, and we must all rejoice as a beginning which we hope augurs much good for the future. I have also passed over our correspondence with Government regarding Treasury balances, and will only recommend you to study, at your leisure, Mr. Westland's masterly statement, which dissipates a good deal of cloudiness with respect to their manipulation, and supplies a great deal of much-needed information. I have still an impression that something may be done, but it may be well to leave further discussion to a more convenient season. I have little to add. The bad harvests last year in Europe and America stimulated our export trade, and created a demand at advancing prices for wheat and seeds that average crops enabled India to take full advantage of. Imports, too, have been active, and figures show a large increase on the returns of 1887. We begin this year with fair promise, although the reports of the growing crops in some districts are unsatisfactory. The sudden and great strain on the money market must for a while exercise a retarding influence on trade. At the same time it is a sign and result of activity, both commercial and industrial. It is not easy to account for it altogether satisfactorily, but it may be attributed to four causes :—First, the withdrawals from the large centres to meet the last Government loan of money that finds its way back to circulation very slowly and in great part not at all ; second, the large sum expended in Bombay in extending old and building new mills ; third, the smaller shipments of silver, about £700,000 less having arrived in the four months, October to January last, than in the corresponding four months a year ago ; and, lastly, the earliness of the cotton and rice crops, which made the calls for money come rather sooner than usual, or than seems to have been generally provided for. However, business is sound, and there has been no lack of credit and confidence—only a common want of ready cash. Gentlemen, we close the year with an addition to the funds of the Chamber that will, I hope, lead to further reductions to members in the cost of returns and statistics, or, if it should be preferred, in a lowering of subscriptions. In conclusion I beg to move “that the report of the Committee, which has been circu-

"lated, be adopted and printed for general information, together with the documents therein referred to ; and that the thanks of the Chamber be tendered to the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

DISCUSSION ON THE REPORT.

Mr. M. R. Wyer said :—Mr. Chairman and Gentlemen,—I have great pleasure in seconding the resolution with which the Chairman concluded his eloquent speech, to which I am sure we all have listened with great interest and attention. It is apparent from the Report before us that although perhaps the Committee have not had to deal with any really big questions, yet their work has been more than usually heavy, and I am sure the thanks of the general body of the members are due to the Chairman, to his Committee, and to their Secretary, Mr. Marshall, for their conduct of the affairs of the Chamber during the past year. As an illustration of the thoroughness with which the outgoing Committee have done their work, I may instance their action in asking for information from the Melbourne Chamber of Commerce regarding the Australian production of silver, the reply to which enquiry, however, does not encourage one to look to that source of supply for any improvement in the prospects of the diminishing rupee, but rather the reverse. It is satisfactory to find from the report that railway matters have occupied a good deal of the Committee's attention, and I am of the opinion, in which I venture to think you will all agree, that in advocating the Godra-Rutlam line, the Committee were right to express preference for a line that would open up new country, rather than to recommend the doubling of the metre guage of the Rajputana-Malwa line, or the conversion of the metre guage of that line into a broad guage. I fancy, too, that you agree with me in approving of the action of the Committee in pressing upon the Directors of the G. I. P. Railway the necessity of doubling their line from Khandwa to Itarsi and Jabalpur. As regards the Merchandise Marks Bill, although the Bengal Chamber of Commerce have recommended that the new law should render it compulsory to stamp the true length and width on all piece-goods manufactured in, or imported into, India, I agree with our Special Committee in thinking that as a proposal to that effect has been discussed in England and rejected there, it would be unwise to attempt to introduce it here ; but I shall not be at all surprised to hear that many members of this Chamber are of a con-

tiary opinion, and that they hold that, although the proposal may be, in the words of the Report, "obnoxious to the principles of free trade," there is danger, without some such compulsory marking, lest the principles of *fair trade* may be infringed or abused. It is to be hoped, however, that this Merchandise Marks Bill, as well as the Railway Bill and the Bankruptcy Bill, will soon become law; but I am afraid that as regards the Railway Bill, the telegram that appeared in last Friday's newspapers, to the effect that the Secretary of State has been asked to obtain the opinions of the leading Railway Companies in England upon it means considerable further delay. I am glad the Chamber protested strongly against the retrograde policy of the Government of India in the matter of the Meteorological Reportership for Western India, the result of which protest is a compromise from which, we are told in the Report, a great improvement on previous arrangements is expected. It is to be hoped that this expectation will be realised. But I, for one, am not very sanguine that the new arrangement will be sufficient for the requirements of this important port; and if, after giving it a fair trial it is found wanting, the new Committee must not hesitate to press upon the Government of India the necessity of establishing in Bombay a full and efficient meteorological system, similar to the system that obtains in Calcutta. With regard to the efforts of the retiring Committee in the matter of the improvement in the cleaning of wheat I congratulate them on the measure of success that attended their representation to the Liverpool Corn Trade Association, that in future their Bombay wheat standards should contain not more than two per cent. of dirt, seeds, or grain other than wheat, and although the London Corn Trade Association did not see their way to adopt the proposal, they may change their minds on the subject being brought before them again, especially as the experience of the past year shows that home buyers are becoming more alive to the fact that it is to their interest to contract for the cleaner article. I do not think that any other subject mentioned in the Report calls for special comment; so, with these remarks, Mr. Chairman and gentlemen, I beg to second the resolution that the Report and accounts as set before us be adopted. (Applause.)

Mr. J. Y. Lang, in supporting the resolution, said that those who had drawn up the able address to Lord Dufferin deserved the special thanks of the Chamber. The document did honour to the Chamber as well as to those who had prepared it. The speaker then referred

to the want of accommodation for goods at up-country railway stations, and said that it had the effect of diverting cargo intended for Bombay to other parts. The funds of the Chamber were accumulating "hand over fist," and he was in favour of reducing the subscription for membership.

Mr. G. Cotton said it would be very pleasant, indeed, to all connected with the mill industry to find that the Bombay Chamber of Commerce took a broad and liberal view of the position of that industry. How different was it from the agitation started by the Manchester Chamber of Commerce ! It was their broad and high-minded policy that had gained for the Bombay Chamber the influence which it enjoyed, and such narrow views as had found favour with the Chamber of Commerce of Manchester could not possibly command respect or attention. The *Manchester Guardian* had asked what objection the Bombay Millowners' Association could have to a Factory Act being introduced. The objection to it was simply this, that the Association did not see why a number of young persons should be deprived of the means of earning their daily bread. As for the employment of women, Mr. Cotton said that they were not employed for longer hours than any Factory Act would restrict them to. With reference to the Manchester agitation, he said that if the Bombay mills were all to close to-morrow, Manchester would not ship a pound of yarn more than she did at present, as the growth of the Bombay cotton trade was entirely owing to their opening up new markets for the consumption of their yarn, and producing it at a remunerative price.

Mr. L. R. W. Forrest expressed his satisfaction at the accommodation provided for shipping at the Victoria Dock, and the excellent management of the dock, which was highly commended by shippers. He urged upon the Committee the extreme desirability of deepening the channel.

Mr. Arthur Leslie thanked the Committee for the way in which they had received his letter addressed to them on the Bankruptcy Bill. The matter was one of great importance, and he was sure it would receive due attention from the Chamber.

The Chairman, before putting the motion to the vote, said that Mr. Lang had called attention to a very important point, namely, the want of accommodation at up-country railway stations for merchandise. He was sure it was obvious to every one that in a time of great competition for cargo a suitable and convenient accommodation, especially

in the rainy season, might bring a large portion of the goods to this port, instead of allowing them to go in the opposite direction, where better accommodation was provided. He assured Mr. Lang that he as well as the other members of the Committee would take up the matter at once. Then Mr. Lang had referred to the finances of the Chamber, and expressed a desire that the subscriptions should be reduced. In connection with this, he might point out to Mr. Lang that the Chamber derived a large regular income from its fixed deposits which yielded an interest last year of Rs. 2,546. The finances of the Chamber were, no doubt, in a satisfactory condition. But they could not always depend upon having a large and prosperous export trade in yarn and other goods, which yielded them a large return in the shape of measurement fees, and he thought they should keep a margin in reserve, in order that it might be available in less prosperous years. At present, expenditure and revenue—leaving aside the interest on fixed deposits—just about balanced. Again, if they once lowered the subscriptions, it would be very difficult to raise them. Alluding to the remarks of Mr. Forrest, the Chairman said he was very glad that that gentleman had taken the opportunity to pay a high and well-deserved compliment to the management of the Victoria Dock. With regard to the deepening of the channel, he could say that the matter had received the serious consideration of the Port Trustees, and he had not the slightest doubt that before very long, after they had got the graving dock in hand, the matter would be gone into. Mr. Leslie, referring to the Bankruptcy Bill, had expressed regret that the Chairman had not gone into the matter. But the Chairman said that they could not altogether grumble at what had been done. In fact, the Chamber had very recently had occasion to express their gratitude for the way in which legislation affecting mercantile interests had been taken up, and he was sure that Mr. Scoble would very soon take the Bankruptcy Bill in hand. He (the Chairman) knew very little about the matter, except that it was thought very desirable to have one measure for all India. But owing to the different feelings, views, and opinions prevailing in different parts of India, he believed the law officers of Government had not been able to get that unanimity of opinion which would justify them in drawing up an enactment which would apply to the whole country. (Applause.)

The proposition was then put to the vote and carried unanimously.

The Chairman proposed, and Mr. J. L. Symons seconded, that the following additions be made to the Chamber's new tonnage scale :—

Coffee, in bags, 14 cwt. to the ton for steamers, (new scale.)

Copra, in robins, 8 " " " " " " "

The resolution was carried.

Mr. L. R. W. Forrest proposed, and Mr. J. H. Slight seconded, that the following gentlemen be elected members of the Committee for the year 1889 :—Messrs. G.A. Barnett, C.I.E., M.C. Turner, John Y. Lang, J. Greenwood, E. Schoen, A. M. Gubbay, and G. C. Scaramanga.

The resolution was carried unanimously.

The chairman next moved "That section I of Rule VII be altered as follows :—The committee shall consist of nine members, one of whom shall hold the office of chairman, and another that of deputy chairman, of whom the two latter officers shall be elected by ballot." He explained that fifteen or twenty years ago the number of members of the Chamber was from 40 to 45, whereas now it was over 60 ; consequently, it was very desirable indeed that they should have a committee representing as many divers interests in the Chamber as possible. He might also add that there were occasionally short periods when pressure of business prevented an adequate attendance of members of committee.

Mr. Cotton seconded the motion, which was carried.

ELECTION OF MEMBERS TO CORPORATION.

The Chairman then said that under the new Act the Chamber had to elect two members for the Municipal Corporation—a privilege which they did not before enjoy. He hoped many members would come forward to seek election, and that they would not be held back or deterred on account of the opinion expressed by His Excellency the Chancellor, that a University education and a deep and careful comparative study of institutions were requisite to fit a man to understand the duties of a member of the Corporation. He hesitated to differ from so high an authority; but most desirable and commendable as that equipment was, he should say that clear-headedness, sound saving sense, common honesty, business training, and some industry were equally valuable, and he ventured to say that it was not beyond the capacity of an average school-boy to apprehend that the delegation of administrative duties did not necessarily imply the exercise of legis-

lative powers. One word more he would say was, that he hoped members who sent in their names for election would leave it to the members of the Chamber unsolicited and uncanvassed to return those they thought most fit. During the past few weeks public canvassing had been carried on to quite an appalling extent. He supposed that was unavoidable in public elections, and he trusted the members of the Chamber would continue to do in the future as they had done in the past, and, in regard to all elections connected with the Chamber, having sent in their names, leave the matter in the hands of electors. He then proposed that the following rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the city of Bombay Municipal Act, III of 1888 shall be elected, be confirmed :—

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 p.m. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

Mr. H. W. Uloth seconded the resolution which was carried.

SHUT-OUT CARGO.

The Chairman proposed, and Mr. George Cotton seconded, that the resolution passed by the Chamber on 22nd July 1881, regarding shut-out cargo, be amended as follows :—

That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any additional expenses which he may have incurred through his cargo being shut out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put.

Mr. A. F. Beaufort proposed an amendment to the effect that the clause in the middle of the resolution be made to read, “and shall also be entitled to recover any *losses and* additional expenses.”

The Chairman said that this was a proposal in favor of shippers, but as agent for owners he would not oppose it. He thought the adoption of the proposal would practically leave things very much where they now were, while a discussion on the subject would open the eyes of ship agents and shippers and bring home to them how important it was to take care in all contracts they made that stipulations were so clearly and intelligibly defined that no questions could arise that would lead to dispute and disagreement.

Mr. G. C. Scaramanga seconded the proposition, which was agreed to, and the original resolution with this addition was then adopted.

Mr. N. S. Symons was appointed auditor for the current year, and a vote of thanks to the Hon. Mr. Forbes Adam for presiding, terminated the proceedings.

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE WET DOCKS.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act and ordered to be published under Government Notification, Marine Department, No. 26, dated 16th April 1888, in the Government Gazette of 19th April 1888.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officer in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorised to employ the 'Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for

hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines; of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein ; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam ; the jib-boom is to be run in within three feet from the bowsprit cap ; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off ; the main or mizen-boom and stern davits are to be rigged within the taffrail ; the quarter davits and bumpkins rigged in within the beam of the vessel ; and the flukes of the anchors are to be above water ; and immediately after having been brought into Dock the anchors shall be got in on the fore-castle rail or deck, with the stocks placed in a vertical position close to the cat-head ; or else, should any anchor be carried man-o-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks ; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers ; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel

desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than $87\frac{1}{2}$ per cent. of their cargo. They shall be allowed to discharge the remaining $12\frac{1}{2}$ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when $87\frac{1}{2}$ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise as he may think fit. Time of discharge of $87\frac{1}{2}$ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until

she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over $1\frac{1}{2}$ tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels, with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the ship's Officers are alone responsible.

No 26-A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master, Pilot or Assistant Dock Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exception to this being when

the Chief Officer holds a Master's certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, un-mooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself or through the Dock Master or other officer direct any vessel to move from one berth in the Dock to another, provided that a vessel having a quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A.—A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space so far as available shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

33A.—Vessels requiring to carry out repairs in the Wet-Docks may

do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34.—No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour.

34A.—No cargo, goods, ballast, ashes, or other substance, or rubbish shall be thrown or allowed to fall into the Dock channels, or Dock or from any pier or quay. If, when discharging, unloading, or handling cargo, or otherwise howsoever any cargo, goods, or substance falls as aforesaid, the stevedore and ship's officer in charge of the unloading, and in any other case the person who for the time being had charge of the cargo, goods, or substance, shall forthwith give notice of the accident and furnish all particulars connected therewith to the Dock Superintendent, and the party or parties whom the Dock Superintendent shall consider responsible shall immediately take measures to have the cargo, goods, or substances taken out of the water. If such party or parties fail to comply at once with such notice as may be addressed to him or them by the Dock Superintendent, the latter may remove the goods at the expense of the defaulting party.

The party in whose charge the cargo, goods, or substances were at the time of the accident shall be responsible for all damage which may occur in consequence.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARFS AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse, or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coal, dust, lime, rubbish, shingle, stones, tiles or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats, with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for

vessels loading or discharging shall be used without a written order from the Dock Superintendent ; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct ; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connexion with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible that goods weighing over $1\frac{1}{2}$ tons are not hoisted by the ordinary 30 cwt. Dock cranes. When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the hold, who shall look after the coolies and supervise the slinging or unslinging, and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist.

47. The Masters of vessels shall be responsible that proper lights

are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadums shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees, cranes, wharves, docks, piers, or other property of the Trustees be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from or loaded into any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted:—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

54. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it

shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer. c

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse.

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, Bickford's safety slow-burning fuse, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Dock Officers, and, if not so removed the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods, or the Master of the vessel; and failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being

satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No persons shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages, which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

67. Goods taken delivery of but not removed from the Deck enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent; in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by

the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered, nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The admission of carts, carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers."

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage, and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft, or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

	Rs.	a.
Cargo Boat or Barge up to 15 ton	0	8
Do. above 15 and up to 25 tons	0	12
Do. above 25 tons	1	0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open

at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILE USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises and Commodore will be supplied for the Masters of ships.

93. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water; and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the pillars of any shed, nor to any other place than the Samsen posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ship in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Docks, except as mentioned in Bye-law 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114-A. No vessel having on board more than 100 native passengers who have arrived from or are proceeding to Hodeidah, Camaran, or Jeddah shall be allowed to enter either of the Wet-Docks.

PENALTIES.

115. Any person convicted of having committed a breach of any or the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of 1879.*)

(APPENDIX A.)

To

THE DOCK MASTER OF THE
PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the _____ or as soon as practicable.

Name of Ship or Steamer _____

Do. of Owners _____

Description of Cargo _____

Gross Register Tonnage _____

Net do. do. _____

Exact present draught of Water to inches _____

Deep load do. do. _____

Ballast do. do. _____

Extreme length of vessel over all, }
including Bowspirit if any } _____

Do. breadth do. do. _____

Has not* Steam appliances for warping, &c.

Has not* engaged a Steam Tug.

I hereby certify that the above information is correct.;

BOMBAY HARBOUR,

188

}
}

Master of the

S.

* These negative may be erased if necessary.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCKS OFFICE.

*Permit subject to the Bye-laws of the Port Trust.**Bombay,* _____ 188 .

the S _____ will be received into Dock at
about _____ M. on the _____
188 , and should be brought into the Dock Channel under the direc-
tions of _____ not later than _____ M., and will be placed
alongside the _____ Quay or Wharf at No. _____ berth.

Dock Master.

THE COMMANDER OF THE S. _____

By order of the Trustees,

G. MANSON,

Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

(Notification No. 28 published for general information in *Government Gazette*, dated 26th June 1880.)

1. No vessel having gunpowder or other explosives in excess of 100lbs. weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, or such other place as Government may direct, and no vessel shall take on board such excess quantity within the above local limit.

2. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

3. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

4. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

5. Every such vessel as last aforesaid when at anchor at night in the roadstead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

6. Barges, lighters, and vessels carrying such gunpowder or other explosives shall not when at anchor, lie closer to Bombay than one mile Eastward of the Middle Ground Battery, nor within half a mile of any of the shipping.

7. When any vessel has such gunpowder, or other explosives on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

8. Vessels, barges, and boats having or taking on board such gunpowder, are to be kept scrupulously clean, and free from loose gunpowder.

9. In shipping or unshipping such ammunition or gunpowder,

tanned hides or wadmiltits are to be laid over that portion of the vessel over which the cases or barrels pass.

10. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

11. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters, a foot long, painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

12. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosives until the same has been deposited in the Magazine.

13. The Port Officer is authorized on occasions when he may deem it expedient, to permit ammunition properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipment shall be effected under the same precautions and conditions as are prescribed in the rules for the shipment of explosives on board vessels lying to the east of the Middle Ground Battery. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going along side, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

By order of His Excellency the Right
Honourable the Governor in Council.

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

By-Laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI of 1879, for the safe and convenient use of the Magazine at Sueri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the

magazine, nor to suffer any person to come within the outer gate who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes, fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—PRECAUTIONS AGAINST FIRE.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week to ensure that they are in working order, and that the water-supply is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—CARE AND STORAGE OF GUNPOWDER.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows :—

A.—For gunpowder, &c., landed at the magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20.—On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless

the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account, be opened in the magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltits being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the magazine, to allow of a free circulation of air, and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store off every consignee is as a rule, to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

35a. The Trustees will not be answerable for any damage or loss

suffered by gunpowder or other explosives while in their magazine, if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

IV.—COOPERAGE.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

SCALE OF RATES FOR THE WHARFAGE, LANDING AND STORAGE OF GUNPOWDER AT THE TRUSTEES' MAGAZINE AT SIWRI.

	Wharf- age.	Landing, storing, & deli- vering.*	Rent for 6 months or part of 6 months.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Case or Barrel up to 25 lbs. ..	0 2 0	0 1 6	0 6 0
Do. above 25 lbs. and up to 50 lbs. ..	0 3 0	0 2 0	0 12 0
Do. above 50 lbs. and up to 100 lbs. ..	0 4 0	0 3 0	1 0 0
For every 25 lbs. additional ..	0 2 0	0 1 6	0 6 0
Percussion caps and loaded cartridges per cubic foot	0 2 0	0 1 6	0 6 0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, 1 anna per cart.

The following rate in addition to the above rates, will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.*, half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879, and published at page 2A2 of Part I of Government Gazette for 1880 (Vide Notification No. 10, dated 28th February 1880.)

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer, and his assistants, and who shall have control over the Harbour Masters and Pilots.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistant, under the orders of those officers.

They shall be stationed as follows :—

One at the Port Office, which shall be styled No. 1 Station.

One at the Prince's Dock, to be styled No. 2 Station.

One in charge of the Pilot Schooner, to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No. 1 Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy, and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire, he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance ; and, under the Port Officer, shall have charge of the general conservancy of the Harbour.

2. *At No. 2 Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all warps, ropes, fenders, tugs, boats, and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station ; and be responsible and use his utmost endeavours to supply Pilots to in-bound, and to receive Pilots from out-bound vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

REGARDING PILOT VESSELS.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by, and at the expense of, the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working ; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz :—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing ; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of inward bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

12A.—A steamer of the above description arriving within signal distance during the day will hoist at her fore a blue flag, and a Pilot will be immediately ordered to board her abreast of the Sunk Rock Light. The Pilot will take her to her berth or elsewhere in the harbour as may be required. A steamer arriving at night will hoist two lights at the fore 6 feet apart (red uppermost and white below), when notice will be sent from the Signal Station, Colaba, to Bankshall, for a Pilot who will board her near the Sunk Rock Light and will take her to her berth or elsewhere in the harbour as may be required. Application for a Pilot for steamers of the above description proceeding to sea from the harbour will be received at the Port Office, when the Pilot first in turn will be ordered to take her as far as the Sunk Rock Light, and will here make over charge to the Master and return to shore.

12B. On the Pilot leaving the vessel outward-bound at the Sunk Rock Light, the steamer should hoist a blue flag at the fore in the day time and two lights, one above the other at the fore, at night as a signal to Pilot Schooner that no Pilot is on board.

12C.—The Master of such a steamer is bound to produce his Pilot's License when demanded. He must hoist his national flag and number on entering the Port, and his national flag on leaving.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, *viz* :—

- 5 First Grade Pilots.
- 5 Second do. do.
- 5 Third do. do.

All Pilots shall hold licenses to perform the duties of a Pilot

for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20. To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They must hold certificates of good conduct, character and ability, and must undergo an examination by, and produce a certificate from, the Medical Officer appointed by the Trustees that they are physically fit, and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they, to all appearance, enjoy good health. They must also produce certificates of having passed an examination in distinguishing primary colours.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment, shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or his Assistant or a Dock Master.

One Harbour Master.

One First or Second Grade Pilot.

Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department (including the Dock Masters), be

promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers, free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required, close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars; also his License, a Tide Table, the Port, Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night, but there is no objection, if every precaution is taken, to sailing ships being taken to outside berths on clear moonlight nights, all prevailing circumstances being favourable.

35. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, pilots

shall furnish a clear and explicit report of the same to the Port Officer ; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding ; time of occurrence thereof, bearings of known objects ; means used to get the vessel afloat, or clear ; state of wind, weather and tide ; length of time the vessel lay on the ground or in collision, and nature of the ground ; such report should be submitted to the Commander or Officer in charge for his remarks and counter-signature, or his refusal to do so should be noted thereon by the Pilot ; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board should be forwarded direct to the Port Officer ; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloats the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured, or out of their proper places ; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals ; or if it comes to the knowledge of any pilot that any of the Port Rules are being or have been infringed ; or in the event of any circumstances out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board the same should be reported to the Port Officer without delay.

40. When passing any vessel of War, it is the Pilot's duty to request the Master to dip the colours ; and on the approach of any Man-of-War or other Government Boat to board to 'heave the vessel to,' or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty ; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

REGARDING ANCHORING AND MOORING.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored, as a general rule South-South-West

and North-North-East ; between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way ; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor, to the hawse ; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit ; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander ; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island, not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine, or other explosives shall, in the absence of special orders, be anchored not nearer than one and a half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored, unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

REGARDING UNMOORING AND TRANSPORTING.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go ; that the cable is ranged, bitted, and clear for running, and on a ' non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is ' short a peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board. In the event of the Master leaving the actual command of the vessel before the operation of moving is complete, the pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before going on with the moving. In this case an additional fee will be charged for

pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel.

REGARDING OUTWARD PILOTAGE.

54. On taking charge of an outward-bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity, or without his consent, is entitled, over and above his share of the Pilotage fees, to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.	
If a 2nd Grade „ „ 10 „	
If a 3rd Grade „ „ 8 „	

in addition to board and lodging, to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him, if discharged from the ship, sufficient time to return thereto; and in his last case he is entitled to his reasonable travelling expenses.

57. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases

during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof, in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Report; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose:—

Harbour Masters.....	{	1—Flag B.
		2—Pennant—C.
		3—Do. —D.
1st Grade Pilots	{	1—Pennant—F.
		2—Do. —G.
		3—Flag—H.
		4—Do. —I.
		5—Do. —K.
2nd Grade Pilots.....	{	1—Flag—L.
		2—Do. —M.
		3—Do. —N.
		4—Do. —P.
		5—Do. —Q.
3rd Grade Pilots.....	{	1—Flag—R.
		2—Do. —S.
		3—Do. —T.
		4—Do. —V.
		5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the vessel's number has been repeated or replied to

at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port Stations, and arrangements will be made to take the vessel into Dock, if the tide serves; if not, the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff, and the vessel is to anchor off the Channel.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the harbour, the word "Master" will be held to include the 1st or other officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

REGARDING PAY.

63. The gross receipts for Pilotage shall, on and after 1st September 1887, be divided as follows :—

54½ per cent. to be distributed amongst the Harbour Masters and Pilots according to the following scale :—

- (a) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e.g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ ths, $\frac{10}{30}$ ths, and $\frac{12}{30}$ ths respectively of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.
- (b) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Harbour Master shall afterwards pilot the vessel through the Channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.
- (c) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.
- (d) Such allowances as may be due, under the rules, shall be paid to the Pilots on leave.
- (e) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots shall receive $\frac{2}{3}$ shares.	
5 Second Grade do.	do. $\frac{1}{3}$ "
5 Third Grade do.	do. $\frac{1}{3}$ "

64. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipt from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward, and Rs. 5,000 for Outward Pilotage, and, the Pilots

Establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500, in the following proportions :—

Pilot A	...	...	...	...	...	...	...	Rs. 800
" B	...	...	...	...	...	...	...	900
" C	...	...	...	...	...	...	...	600
" D	...	...	...	...	...	...	...	500
" E	...	...	...	...	...	...	...	700
								3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300, in the following proportions :—

Pilot F	...	...	...	...	...	...	...	Rs. 700
" G	...	...	...	...	...	...	...	600
" H	...	...	...	...	...	...	...	500
" I	...	...	...	...	...	...	...	600
" J	...	...	...	...	...	...	...	900
								3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200, in the following proportions :—

Pilot K	...	...	...	...	...	...	...	Rs. 800
" L	...	...	...	...	...	...	...	600
" M	...	...	...	...	...	...	...	500
" N	...	...	...	...	...	...	...	700
" O	...	...	...	...	...	...	...	600
								3,200

Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under Rule 63, be $54\frac{1}{2}$ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters	...	...	...	Rs. 100 0 0
$\frac{1}{4}$ ths of balance, <i>e.g.</i> , Rs. 5,450—Rs. 100=Rs. 5,350,	...	...	...	
to 5 First Grade Pilots	...	...	...	2,140 0 0
$\frac{1}{4}$ ths do. do. 5 Second Grade do...	...	...	...	1,783 5 4
$\frac{1}{4}$ ths do. do. 5 Third Grade do	...	...	...	1,426 10 8
				Rs. 5,450 0 0

The $\frac{1}{4}$ ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800 give ?

B's	do.	do.	Rs. 900	Ans., Rs. 489 2 3
C's	do.	do.	600	550 4 7
D's	do.	do.	500	366 13 9
E's	do.	do.	700	305 11 5
				428 0 0
				Rs. 3,500 Rs. 2,140 0 0

According to the same method of calculation the $\frac{1}{4}$ ths shares divisible amongst the 2nd Grade Pilots would give :—

Pilot F	on his Rs. 700 of earnings,	Rs. 378 4 6
" G	" " 600	324 3 11
" H	" " 500	270 3 3
" I	" " 600	324 3 11
" J	" " 900	486 5 9
		Rs. 3,300 Rs. 1,783 5 4

And the $\frac{4}{13}$ ths shares divisible amongst 3rd Grade Pilots would give—

Pilot K	on his	Rs. 800	of earnings,	Rs. 356	10	8
" L	"	" 600	"	" 267	8	0
" M	"	" 500	"	" 222	14	8
" N	"	" 700	"	" 312	1	4
" O	"	" 600	"	" 267	8	0
				Rs. 3,200		
					Rs. 1,426	10 8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses b, c and d of Rule 63.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Harbour Master, or Pilots themselves with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots, shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

REGARDING LEAVE.

68. Leave of absence can never be claimed absolutely as of right; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted, without pay, for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 year's service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or

Harbour Master holds substantive rank may be granted as follows :— After 11 months' uninterrupted duty, for not more than one month; after 22 months' uninterrupted duty, for not more than 2 months; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year; such leave is not admissible in extension of leave of any other description; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable; and in the case of a Pilot, such allowance shall be calculated at the proportionate rate of earnings of the grade to which he shall belong.

82. Leave on private affairs may be granted in continuation of leave on medical certificate, and any leave granted under these rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on medical certificate; but leave on medical certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed), involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

Harbour Master.....	Rs. 450	per mensem.
1st Grade Pilot	400	„
2nd „	330	„
3rd „	265	„

Under the provisions of Sections 42 and 61 of the “Indian Ports Act, 1875,” the following scale of Pilotage and Transporting fees on Merchant Ships and Steamers at the Port of Bombay and the following Rules with reference thereto have been sanctioned, the same to come into effect on and after 1st September 1887 :—

Pilotage.

On Merchant vessels for net Registered Tonnage.					STEAMERS.		SAILING SHIPS.	
					Fair Season.	S. W. Monsoon Season.	Fair Season.	S. W. Monsoon Season.
					Rs.	Rs.	Rs.	Rs.
From 100 to 300 ..	..	..	..	..	25	37	41	62
„ 300 „ 400 ..	..	..	..	..	27	40	45	66
„ 400 „ 500 ..	..	..	..	..	30	42	49	70
„ 500 „ 600 ..	..	..	..	..	32	45	51	74
„ 600 „ 700 ..	..	..	..	..	35	47	58	78
„ 700 „ 800 ..	..	..	..	..	37	49	62	82
„ 800 „ 900 ..	..	..	..	..	40	52	66	87
„ 900 „ 1,000 ..	..	..	..	..	42	54	70	91
„ 1,000 „ 1,100 ..	..	..	..	..	45	57	74	95
„ 1,100 „ 1,200 ..	..	..	..	..	47	59	78	99
„ 1,200 „ 1,300 ..	..	..	..	..	49	62	82	103
„ 1,300 „ 1,400 ..	..	..	..	..	52	64	87	107
„ 1,400 „ 1,500 ..	..	..	..	..	54	67	91	111
„ 1,500 „ 1,600 ..	..	..	..	..	57	69	95	115
„ 1,600 „ 1,700 ..	..	..	..	..	59	72	99	120
„ 1,700 „ 1,800 ..	..	..	..	..	62	74	103	124
„ 1,800 „ 1,900 ..	..	..	..	..	64	77	107	128
„ 1,900 „ 2,000 ..	..	..	..	..	67	79	111	132
„ 2,000 „ 2,100 ..	..	..	..	..	69	82	115	136
„ 2,100 „ 2,200 ..	..	..	..	..	72	84	120	140

and an increase of Rs. 4-2 for every 100 tons or part of 100 tons, on sailing ships, and Rs. 2-8 for every 100 tons, or part of 100 tons, on steamers above this tonnage during the fair season; and in addition thereto an extra rate of Rs. 20-10 on sailing ships and Rs. 12-6 on steamers during the South-West monsoon.

NOTE.—Fractions of a rupee amounting to 8 annas and under will not be charged; over 8 annas will be charged as one rupee.

Transporting Fees.

For Sailing Vessels—

1,500 tons and upwards	...	...	...	...	Rs. 30
1,000 tons to 1,500 tons	...	...	...	...	25
Under 1,000 tons	...	...	...	...	20

For Steamers using their own engines—

From one berth to another south of Cross Island or to or from any of the Docks or to any berth north of Cross Island, or <i>vice versa</i> ...	...	...	...	20
Transporting north of Cross Island	...	...	...	15
Sailing Ships or Steamers towed to or from any Dock north of Cross Island from or to fixed moor- ings north of Cross Island will be charged	...	...	...	15

A Steamer towed will be charged at Sailing Ship rates.

Pilotage and Transporting fees are levied on Indian Government vessels on the same scale as on merchant vessels.

A Pilotage fee shall be held to cover the services of a Pilot for all duties connected with the movement and anchorage of a vessel for a period of at least 12 hours from the time of joining the vessel if his services are required for so long.

If a Pilot, after having been applied for, goes on board and the vessel is not ready to proceed to sea, or to move from one part of the Harbour to another part, or to Dock, as the case may be, the same day, a fee of Rs. 20 will be charged as "Pilot's attendance."

When a Pilot is appointed to transport a vessel into Dock, and it does not enter the Dock the same day, if through no fault of the Pilot, a second Transporting fee will be charged, if the vessel is docked by the Pilot on the following or on any subsequent day.

For vessels (steamers) of under 1,000 tons burthen (registered) whose Masters have obtained a Pilot's license for the Outer Harbour, half pilotage fees only will be charged when the said Masters pilot their steamers from or to the Sunk Rock Light.

SPECIAL PILOTAGE.

For taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a single Pilotage fee shall be charged instead of transporting.

For vessels proceeding on a trial trip, a single Pilotage fee shall be charged instead of transporting.

Vessels arriving with gunpowder, if not moored in the Harbour on the day of arrival, shall pay an attendance fee of Rs. 20.

The South-West monsoon season commences on the 1st June and terminates on the 30th September in each year.

The following is the scale of Pilotage and Transporting fees on British and Foreign Men-of-War, levied under Rule Ordnance and

Regulation I. of 1820, and Government Resolution No. 1136, Marine Department, dated 3rd August, 1876 :—

	PILOTAGE.			TRANSPORTING.	
	Fair. Season.	Monsoon.		Fair Season.	Monsoon.
	Rs.	Rs.		Rs.	Rs.
Ships of the Line or of 50 Guns	100	140	Men-of-War or Ships of the Line, hauling in or out of Dock	100	140
Frigates or Sloops of War	75	100	Frigates and Sloops of War, hauling in or out of Dock	50	75
Brigr, Schooners, &c.	50	75	Gun Vessels and all other vessels below the class of Sloop of War, hauling in or out of Dock	30	30

The following additional Bye-laws made by the Trustees of the Port of Bombay under the provisions of Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act :—

PILOTS FOR SPECIAL DOCK DUTIES.

1. In addition to the Pilot Service constituted under Bye-law 13 made under Section 72 of the Bombay Port Trust Act, 1879, the Trustees may appoint and license any person as a "Special Dock Pilot" to Pilot vessels belonging to any private Company who own or who are the lessees of Graving Docks at Mazgaon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, provided that no person shall be so licensed and appointed unless he shall be authorized by Government under the provisions of the Indian Ports Act to pilot vessels.

2. Every such Special Dock pilot shall hold a license to pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

3. The fee for a Special Pilot's license shall be Rs. 5 to be paid by such Special Pilot to the Port Trustees.

4. To be eligible to be licensed and appointed as a Special Pilot, every candidate must be a British subject and at least 21 years of age, and must possess a certificate of competency in the Merchant's service of a grade not lower than that of First Mate, and must pass an examination as to his knowledge of the duties appertaining to the office of such Special Pilot before the Examination Board hereinafter named, and must produce a certificate from such Examination Board that he is duly qualified to perform such duties.

5. The fee for every candidate for examination shall be Rs. 20 to be divided between the two members of the Examination Board.

6. The Examination Board shall consist of the Port Officer, or his Assistant, as President, one Harbour Master and one First Grade or Second Grade Pilot as members.

7. Every such Special Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M. on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, Master Attendant, or their Assistant or Harbour Masters not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Pilot may proceed with such removal, but not otherwise.

8. Every Special Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and Master Attendant, and his or their Assistant, and of the Harbour Masters in all respects relating to his said duties as such Special Pilot, and every verbal order or instruction given by the Port Officer or Master Attendant or his Assistant or by any of the Harbour Masters or other officers of the Department must be promptly attended to and carried into effect by such Special Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

9. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

- (1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazgaon or at Hog Island ; or
- (2) vessel requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

10. No Special Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

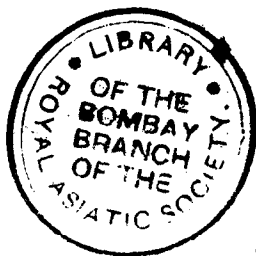
11. Each Special Pilot shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag vessels of which he is in charge.

12. The following Bye-laws made under Section 72 of the Port

Trust Act shall apply to Special Pilots, and be regarded by them, viz., Bye-law 35 from the commencement down to the word "personally;" Bye-laws 43, 52; Bye-law 53 from the commencement down to the words "before going on with the moving;" and save as aforesaid none of the said Bye-laws shall apply to Special Pilots to be licensed as aforesaid.

13. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no Pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Pilot or other person, for rendering his services as such Special Pilot, and no Special Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such a special license may have been granted.

14. In the event of any Special Dock Pilot disobeying or infringing any of the aforesaid Bye-laws, he shall be liable to a fine of Rs. 200 for every such offence, or to suspension or to deprivation of license, or both, or otherwise, for every such offence as to the Trustees may appear expedient, and as is enacted under Section 72 of the Bombay Port Trust Act VI. of 1879.



BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges, should Un-claimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Un-claimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS.		EXPORTS.	
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, viz. :-Carbolic, Citric, Gallic and Tannic.	Case	0 5 0	0 5 0	0 5 0	0 5 0
0 2 0	0 2 0	2	Do.	Drum	0 2 0	0 2 0	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids do.	Case	0 9 0	0 9 0	0 9 0	0 9 0
0 3 0	0 3 0	4	Do.	Half case	0 6 0	0 6 0	0 6 0	0 6 0
0 2 0	0 2 0	5	Do.	Drum	0 5 0	0 5 0	0 5 0	0 5 0
0 1 0	0 0 6	6	Aerated Waters ...	One dozen	0 1 3	0 1 3	0 1 3	0 1 3
6 3 0	0 0 4	7	Ale, Beer, Porter, and Cider in wood	Hogshead	0 7 0	0 7 0	0 7 0	0 7 0
0 0 6	0 0 3	8	Do. do. in bottles	One doz. qts or 2 doz. pints	0 1 6	0 1 6	0 1 6	0 1 6
0 2 0	0 2 0	9	Do.	Kilderkin	0 3 6	0 3 6	0 3 6	0 3 6
0 1 0	0 1 0	10	Do.	Ton	0 2 0	0 2 0	0 2 0	0 2 0
0 8 0	0 8 0	11	Almonds	Do.	1 12 0	1 12 0	1 12 0	1 12 0
0 8 0	0 8 0	12	Alum...	Do.	1 4 0	1 4 0	1 4 0	1 4 0
0 12 0	0 8 0	13	Do.	Coolie-load	0 2 0	0 2 0	0 2 0	0 2 0
0 1 0	0 2 0	14	Apparel, not accompanying passengers	Case or package	Measurement.	Measurement.	Measurement.	Measurement.
0 8 0	0 8 0	15	Arrowroot, country	Ton	2 4 0	2 4 0	2 4 0	2 4 0
0 8 0	0 8 0	16	Do. foreign	Case or package	Measurement.	Measurement.	Measurement.	Measurement.
0 8 0	0 4 0	17	Arsenic...	Package	Do.	Do.	Do.	Do.
0 8 0	0 4 0	18	Asphalte	Do.	1 12 0	1 12 0	1 12 0	1 12 0
0 8 0	0 12 0	19	Assafetida, refined	Do.	4 0 0	4 0 0	4 0 0	4 0 0
0 2 0	0 2 0	20	Do. do.	Case or package	0 9 0	0 9 0	0 9 0	0 9 0
0 8 0	0 12 0	21	Do. coarse	Ton	2 0 0	2 0 0	2 0 0	2 0 0
0 8 0	0 12 0	22	Do.	Do.	2 0 0	2 0 0	2 0 0	2 0 0

[illegible]

0 1 0 0 0 3 89	Do. do.	...	Case of 1 doz. and under	0 3 0	0 3 0
0 8 0 0 8 0 90	Do. Roots	...	Ton	2 0 0	2 0 0
Measure ment.	Cigars or Cheroots	...	Case	Measure ment.	
0 8 0 0 8 0 91	Clay, China and fire	...	Ton	2 0 0	2 0 0
0 3 0 0 2 0 92	Clays	...	Case of under 8 c. ft.	0 8 0	0 8 0
0 6 0 0 4 0 93	Do.	...	Case of over 8 c. ft.	0 14 0	0 14 0
0 8 0 0 2 0 94	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	...	Ton	0 14 0	0 14 0
0 3 0 0 2 0 95	Cocoanuts	...	Package	0 3 0	0 3 0
0 1 3 0 1 0 96	Cochineal	...	Cwt.	0 3 3	0 3 3
0 8 0 0 7 8 0 97	Coffee	...	Ton	0 8 0	1 4 0
0 1 6 0 1 0 98	Coms, copper	...	Box or package	1 0 3	0 3 0
0 1 6 0 1 0 99	Do. gold and silver—see Bullion.	...			
0 8 0 0 8 0 100	Coir, fibre	...	Ton	1 9 0	1 9 0
0 3 0 0 2 0 101	Do. pressed	...	Bale	0 5 6	0 3 6
0 12 0 0 8 0 102	Do. rope, cable, cordage, and yarn	...	Ton	1 4 0	1 4 0
0 8 0 0 8 0 103	Colomba-root	...	"	2 0 0	2 0 0
Measure ment.	Confectionery	...	Case	Measure ment.	
0 12 0 0 6 0 104	Copper sheets	...	Ton	2 0 0	1 12 0
0 8 0 0 6 0 105	Do. cakes, slabs or tiles	...	"	1 12 0	1 8 0
0 8 0 0 6 0 106	Do. ware and wire	...	"	2 0 0	1 12 0
0 8 0 0 6 0 107	Do. do. when no weight is given	...	Package	Measure ment.	
0 12 0 0 8 0 108	Copperas, Sulphate of Iron and Sulphate of Copper	...	Ton	2 0 0	2 0 0
0 8 0 0 8 0 109	Copra	...	"	1 9 0	1 9 0
0 4 0 0 2 0 110	Coral	...	Box	0 13 0	0 13 0
Measure ment.	Do. imitation	...	Case	Measure ment.	
0 12 0 0 10 0 111	Cordage and Rope—Hemp, Europe and Manilla	...	Ton	2 4 0	2 4 0
0 8 0 0 8 0 112	Coriander seed	...	"	1 9 0	1 9 0
0 8 0 0 8 0 113	Corks	...	Bale or case	Measure ment.	
0 3 0 0 2 0 114	Cotton, raw, pressed*	...	Bale	0 5 0	0 2 0
0 6 0 0 3 0 115	Do. do. unpressed*	...	Bale or dozen of over 3 cwt.	0 9 0	0 9 0
0 3 0 0 1 6 116	Do. do.*	...	Do. under 3 cwt.	0 4 6	0 4 6
0 3 0 0 1 6 117	Cowries...	...	Ton	2 4 0	1 8 0
0 8 0 0 8 0 118	Crackers, China	...	Case of 1 picul of 133 lbs.	0 6 0	0 6 0
Special.	Do.	...	Do. under 1 picul.	0 4 0	0 4 0
Do.	Do.	...			

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 1/3 of the above rates. If Cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged and will be repeated for every additional 3 days or part of 3 days.

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Removal and Delivery Charges, should Un-claimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Un-claimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS.		EXPORTS.	
						Wharfage.		Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.		Rs. a. p.	
0 8 0	0 6 0	189	Hay and straw, pressed	...	0 4 6		0 4 6	
0 4 0	0 2 0	190	Hemp, loose, in bundles	...	1 13 0		1 13 0	
0 4 0	0 2 0	191	Do. pressed	...	0 6 0		0 3 0	
0 8 0	0 4 0	192	Hessians	...	0 8 0		0 8 0	
0 8 0	0 4 0	193	Hides, buffalo, &c.	...	1 0 0		1 0 0	
0 12 0	0 8 0	194	Horns of kinds	...	2 0 0		1 6 0	
	Special.	195	Ice	...	1 12 0		4 12 0	
		196	Ice, small quantities for use of ships in Dock	...		Free.		
		197	Incense—see Oilbanum.	...				
	Measure ment.	198	Indian Condiments	...	Measure ment.			
0 8 0	0 8 0	199	Indigo	...	2 8 0		2 0 0	
	Measure ment.	200	Instruments, drawing, mathematical, musical, &c., not enumerated	...	Measure ment.			
0 6 0	0 3 0	201	Ink	...	0 11 0		0 11 0	
0 8 0	0 4 0	202	Do.	...	0 14 0		0 14 0	
	Measure ment.	203	Do.	...	0 2 0		0 2 0	
0 8 0	0 2 0	204	Ironmongery	...	2 4 0		2 0 0	
	Measure ment.	205	Ironmongery, when no weight is given	...	Measure ment.			
0 8 0	0 4 0	206	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel hoop, other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes.	...	1 2 0		1 2 0	
0 12 0	0 6 0	207	Do.	...	1 10 0		1 10 0	
		208	Do. for weights above 1½ tons—see Rates for Machinery.	...				
0 1 3	0 1 0	209	Ivory, elephants, tusks, &c.	...	0 3 3		0 3 0	
0 3 0	0 2 0	210	Ivoryware	...	0 10 0		0 10 0	
0 8 0	0 8 0	211	Jaggery	...	1 2 0		1 2 0	

Removal and Delivery Charges, should Un-claimed Goods be removed from the Wharf to the Warehouse after the expiry or free Days allowed.	Rent per Week, or part of a Week for Un-claimed Goods warehoused.	No. of Items.	Description of Goods.	How charged.	IMPORTS.		EXPORTS.	
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 2 0	0 2 0	231	Luggage, Passengers' ...	Portmanteau & hand packs.	0 1 0	0 1 0	0 1 0	0 1 0
0 2 0	0 2 0	232	Do. do. ...	Trunks and cases.	0 2 0	0 2 0	0 2 0	0 2 0
0 12 0	0 8 0	233	Machinery, up to ½ ton weight	Ton	1 4 0	1 4 0	1 4 0	1 4 0
1 0 0	0 12 0	234	Do. over ½ and not exceeding 1½ tons	"	1 10 0	1 10 0	1 10 0	1 10 0
1 4 0	1 6 0	235	Do. over 1½ and not exceeding 5 tons	"	1 14 0	1 14 0	1 14 0	1 14 0
1 8 0	1 2 0	236	Do. over 5 and not exceeding 8 tons	"	2 4 0	2 4 0	2 4 0	2 4 0
2 0 0	1 4 0	237	Do. over 8 and not exceeding 11 tons	"	4 0 0	4 0 0	4 0 0	4 0 0
Measure ment.	{	238	Do. over 11 and not exceeding 15 tons	"	5 0 0	5 0 0	5 0 0	5 0 0
		239	Do. over 15 and not exceeding 100 tons	"	7 8 0	7 8 0	7 8 0	7 8 0
0 8 0	0 8 0	240	Madder or Munjeet	"	2 0 0	2 0 0	2 0 0	2 0 0
1 0 0	1 0 0	241	Marble and Marble slabs	"	2 4 0	2 4 0	2 4 0	2 4 0
Measure ment.	{	242	Matches	Case	Measure ment.	Measure ment.	Measure ment.	Measure ment.
		243	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6	0 5 6	0 5 6
0 4 0	0 2 0	244	Do. country	One hundred	0 6 0	0 6 0	0 6 0	0 6 0
0 4 0	0 1 0	245	Matting, coir	Package	0 5 0	0 5 0	0 5 0	0 5 0
0 4 0	0 2 0	246	Do. rolls of coir carpet	"	0 8 0	0 8 0	0 8 0	0 8 0
0 6 0	0 3 0	247	Medicines—see Drugs.	"	2 0 0	2 0 0	2 0 0	2 0 0
0 12 0	0 10 0	248	Metals, unenumerated	Ton	2 0 0	2 0 0	2 0 0	2 0 0
Special.	{	249	Military Stores, Arms, equipments not enumerated, up to 1½ tons	"	2 0 0	2 0 0	2 0 0	2 0 0
		250	Do. for weights above 1½ tons—see Rates for Machinery.	Package	Measure ment.	Measure ment.	Measure ment.	Measure ment.
0 2 0	{	251	Do. when no weight is given	Case or cask	0 5 0	0 5 0	0 5 0	0 5 0
		252	Millinery—see Haberdashery	Ton	2 4 0	2 4 0	2 4 0	2 4 0
0 8 0	0 1 0	253	Mill furnishings—see Rates for Machinery.	"	0 15 0	0 15 0	0 15 0	0 15 0
0 8 0	0 8 0	254	Mineral waters	"	0 15 0	0 15 0	0 15 0	0 15 0
0 12 0	0 8 0	255	Mother-of-Pearl Shells	"	0 15 0	0 15 0	0 15 0	0 15 0
0 12 0	0 8 0	256	Mowra Flowers	"	0 15 0	0 15 0	0 15 0	0 15 0

0	4	0	0	0	4	0	257	Musk	...	...	...	Case or package	1	4	0	1	4	0	
0	6	0	0	0	4	0	258	Myrahelams or Galnuts and Beeda-nuts	...	...	...	Ton	1	6	0	0	15	0	
0	8	0	0	0	8	0	259	Nails, of sorts	...	...	...	"	1	12	0	1	12	0	
0	8	0	0	0	8	0	260	Naphtha	...	...	...	Case or carboy	0	3	0	0	3	0	
0	0	12	0	0	8	0	261	Nux Vomica	...	...	...	Ton	2	0	0	0	1	8	0
0	0	1	0	0	1	0	262	Oilcake...	...	...	...	"	1	2	0	1	2	0	
0	0	12	0	0	8	0	263	Oils—Linseed, Castor, Gingelly, and other	...	...	...	Tin, drum or case up to 10 gals.	0	2	6	0	2	6	0
0	0	8	0	0	4	0	264	Do. do.	...	...	...	Ton	2	0	0	1	8	0	
0	0	8	0	0	4	0	265	Do. perfumed	...	...	...	Case or pot	0	10	0	0	10	0	0
0	1	0	0	0	6	0	266	Oilcloth and Floorcloth	...	...	...	Ton	2	0	0	2	0	0	0
0	1	0	0	0	1	0	267	Oilman's Stores	...	...	...	Case below 2 c. ft.	0	2	0	0	2	0	0
0	1	0	0	0	1	0	268	Do.	...	...	...	Case from 2 to 5 c. ft.	0	2	0	0	2	0	0
0	1	0	0	0	1	0	269	Do.	...	...	...	Case from 5 c. ft. and upwards.	0	4	0	0	4	0	0
1	0	0	0	0	8	0	270	Olibanum or Incense	...	...	...	Measurement.	1	12	0	1	8	0	0
1	8	0	0	0	1	0	271	Opium	...	...	...	Ton	1	12	0	1	4	0	0
0	12	0	0	0	8	0	272	Do.	...	...	...	Half-chest	0	14	0	0	10	0	0
0	1	0	0	0	6	0	273	Organs and Harmoniums—see Harmoniums.	...	...	...	Package	0	2	6	0	2	6	0
0	1	0	0	0	6	0	274	Orsidue or brass leaves	...	...	...	Each	0	2	6	0	2	6	0
0	1	0	0	0	6	0	275	Overland post parcels	...	...	...	Ton	2	4	0	2	4	0	0
0	8	0	0	0	8	0	276	Paints, oil	...	...	...	Case or bale	0	6	0	0	6	0	0
0	4	0	0	0	2	0	277	Paper of kinds	...	...	...	Box or package	1	0	0	1	0	0	0
0	4	0	0	0	2	0	278	Pearls	...	...	...	Do.	0	7	0	0	7	0	0
1	0	0	0	1	0	0	279	Do. imitation	...	...	...	Ton	2	8	0	2	8	0	0
0	8	0	0	0	8	0	280	Pepper of kinds and pepper roots	...	...	...	Case	Measurement.	Measurement.	Measurement.	Measurement.	Measurement.	Measurement.	Measurement.
0	8	0	0	0	8	0	280	Perambulators	...	...	...	Each	5	0	0	5	0	0	0
Measurement.	4	0	0	2	0	0	281	Perfumery—hair oil, pomades, &c.	...	...	...	Bale	0	4	0	0	3	0	0
0	4	0	0	2	0	0	282	Pianofortes	...	...	...	"	0	12	0	0	12	0	0
0	4	0	0	2	0	0	283	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	...	...	...	"	0	12	0	0	12	0	0
0	4	0	0	0	2	6	284	Piece Goods, Silks and Velvets	...	...	...	"	0	6	0	0	5	0	0
0	4	0	0	0	2	6	285	Do. Cotton and Silk, large bales	...	...	...	Ton	2	2	0	2	2	0	0
0	4	0	0	0	2	6	286	Do. Woollens	...	...	...	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
0	8	0	0	0	8	0	287	Pitch	...	...	...	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
0	4	0	0	0	2	6	288	Porcelain—see Crockery.	...	...	...	Box or case	1	0	0	1	0	0	0
0	4	0	0	0	2	6	289	Plants for public gardens in India	...	...	...	Coolie-load	0	1	0	0	1	0	0
0	4	0	0	0	2	6	290	Platedware—see Bullion.	...	...	...	Box or case	1	0	0	1	0	0	0
0	4	0	0	0	2	6	291	Precious Stones	...	...	...	Coolie-load	0	1	0	0	1	0	0
0	8	0	0	0	8	0	292	Provisions, fresh, for voyage*	...	...	...	Box or case	1	0	0	1	0	0	0

* *Bona fide* ship's stores, furniture, tools and materials for repairs imported or exported at wet Dock are exempted from payment of Wharfage, charges,

* Bond-fide ship's stores, furniture, tools and materials for repairs imported or exported at wet Dock are exempted from payment of Wharfage charges.

70	8	0	0	4	0	320	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Ton	0	12	0	0	11	0
0	12	0	0	0	8	0	321	Seeds other than Oilseeds, unenumerated	2	0	0	1	12	0
0	8	0	0	0	8	0	322	Senna leaves	2	4	0	1	12	0
1	0	0	0	1	0	0	323	Shark Fins and Samooder Fins	2	2	0	2	2	0
0	8	0	0	0	4	0	324	Shawls, Cashmere and Delhi	0	14	0	0	12	0
0	4	0	0	0	2	0	325	Do European	Measure	ment				
0	8	0	0	0	8	0	326	Shellac	2	8	0	1	12	0
0	8	0	0	0	2	0	327	Shells, in cases, unenumerated	0	7	0	0	7	0
0	8	0	0	0	8	0	328	Do, in bags and loose, unenumerated	2	0	0	1	8	0
0	1	6	0	1	0	0	329	Shovels	0	3	0	0	3	0
0	4	0	0	0	2	0	330	Silk, Raw	0	8	0	0	8	0
							331	Silk Piece Goods—see Piece Goods.						
							332	Silverware—see Bullion.						
							333	Skins, Goat and Sheep, tanned	0	6	0	0	6	0
							334	Soap, pertumed, foreign	Measure	ment				
							335	Do do bar	Do.					
							336	Do do do, in small boxes	0	2	0	0	2	0
1	0	0	0	0	8	0	337	Soap, soft, country, and bar	1	12	0	1	12	0
0	8	0	0	0	4	0	338	Spelter and Solder	1	14	0	1	14	0
1	0	0	0	0	12	0	339	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.	1	12	0	1	8	0
							340	Bastard cardamoms—see Special rate for Carda- mons.						
0	0	13	0	0	0	3	341	Spirits, Liquors, and Wines, in wood	Imp. gal.	0	0	33	0	33
0	0	9	0	0	0	3	342	Do. do. in bottle	1 doz. qts. or 2 doz. pints	0	2	0	0	2
							343	Stationery, unenumerated	Case or cask	Measure	ment			
0	8	0	0	0	4	0	344	Steel	Ton	1	8	0	1	8
0	12	0	0	0	8	0	345	Sugar and Sugarcandy	0	12	6	1	4	0
0	2	0	0	0	1	0	346	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5	0	0	5
							347	Do. do.	Case under 1 cwt.	Measure	ment			
0	8	0	0	0	8	0	348	Sulphur	Ton	2	2	0	2	2
							349	Tallow—see Fat						
0	8	0	0	0	8	0	350	Tar	2	2	0	2	2	0
0	1	0	0	0	6	351	Tea	0	1	0	0	1	0	0
0	1	0	0	0	6	352	Do.	Ptge. up to 15 lbs.	0	2	0	0	2	0
0	2	0	0	0	7	0	353	Do.	Ptge. above 15 lbs. & up to 30 lbs.	0	3	0	0	3
0	3	0	0	0	1	6	354	Thread	Ptge. above 30 lbs. & for every 60 lbs.	0	6	0	0	6
0	12	0	0	0	8	6	355	Tiles, flooring	Case	0	6	0	0	5
0	12	0	0	0	8	0	356	Do, foreign	Ton	3	12	0	3	12
							357	Do, Mangalore	1,000	1	12	0	1	12
								Regtr. ton of vessel						

Removal and Delivery Charges, should Un-claimed Goods be removed from the Wharf to the Warehouse after the expiry of five days allowed.	Rs. a. p.	No. of Item.	Description of Goods.	How charged.	Imports.		Exports.	
					Rs. a. p.		Rs. a. p.	
0 12 0	0 4 0	353	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares and scantlings	Ton of 50 cubic ft.	1 12 0	1 12 0	1 12 0	
0 12 0	0 4 0	359	Do planks and scantlings	"	1 4 0	1 4 0	1 4 0	
0 8 0	0 4 0	360	Tin of kinds	"	1 12 0	1 8 0	1 8 0	
0 1 0	0 0 6	361	Tin plates	Box of 1 cwt.*	0 1 3	0 1 3	0 1 3	
0 4 0	0 2 0	362	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0	0 6 0	
Measurement.		363	Tobacco, country	Bale	Measurement.			
0 4 0	0 2 0	364	Tortoise shell	Case	0 9 0	0 9 0	0 9 0	
Measurement.		365	Toys	"	Measurement.			
0 2 0	0 1 0	366	Trunks and boxes	"	Do.			
0 6 0	0 6 0	367	Turmeric and turmeric powder	Ton	2 0 0	1 8 0	1 8 0	
Special.		368	Turpentine	Tin, drum or case up to 10 Imp. gals.	0 2 6	0 2 6	0 2 6	
0 4 0	0 2 0	369	Twist and Yarn	Bale	0 4 0	0 2 3	0 2 3	
Measurement.		370	Umbrellas	Case	Measurement.			
0 1 0	0 0 6	371	Varnish	Five Imp. gals.	0 2 0	0 2 0	0 2 0	
		372	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6	0 1 6	
		373	Do, do.	Cart-load	0 7 0	0 7 0	0 7 0	
0 2 0	0 1 0	374	Vermilion	Case	0 5 0	0 5 0	0 5 0	
0 3 0	0 2 6	375	Waste, Cotton, Twist and Wool	Case	0 2 0	0 2 0	0 2 0	
0 8 0	0 8 0	376	Watches, gold and silver	Bale	1 8 0	1 8 0	1 8 0	
0 4 0	0 2 0	377	Do, other than above	Case	0 12 0	0 12 0	0 12 0	
0 6 0	0 4 0	378	Weed Seed	"	0 2 4 0	2 4 0	2 4 0	
0 8 0	0 8 0	379	Whiting	"	2 0 0	2 0 0	2 0 0	
		380	Wines, &c.—see Spirits,	Case of 1 cwt.	0 2 0	0 2 0	0 2 0	
0 1 0	0 0 6	381	Wire, bottling	"	2 4 0	2 4 0	2 4 0	
1 0 0	0 8 0	382	Do, of sorts, unenumerated	"	0 6 0	0 6 0	0 6 0	
0 3 0	0 1 0	383	Wool, unpressed	Doera up to 1½ cwts.				

* Boxes above 1 cwt. to be charged proportionately.

0	4	0	0	0	0	2	0	384	Wool, unpressed ...	...	...	Dobra up to 3 cwts.	0	9	0	0	9	0
0	4	0	0	0	0	2	0	385	Do. pressed ...	...	...	Bale or bora above 3 cwts.	0	12	0	0	12	0
0	3	0	0	0	0	2	0	386	Do. Berlin—see Haberdashery.	...	...	Bale	0	5	0	0	5	0
0	12	0	0	0	0	6	0	387	Do. Berlin—see Piece Goods.	...	...							
0	8	0	0	0	0	6	0	388	Woolens—see Piece Goods.	...	...							
0	8	0	0	0	0	6	0	389	Yellow metal, sheets, sheathing, and braziers ...	...	...	Ton	2	0	0	2	0	0
0	8	0	0	0	0	6	0	390	Zinc sheathing, sheets and perforated sheets ...	...	...	"	2	0	0	2	0	0
0	8	0	0	0	0	6	0	391	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be:—	...	...							
0	1	0	0	0	0	0	0	392	If under 4 cubic feet.	...	...	Package	0	2	0	0	2	0
0	1	6	0	0	0	1	0	393	If 4 or under 6 cubic feet	...	...	"	0	4	0	0	4	0
0	2	6	0	0	0	1	6	394	If 6 or under 10 cubic feet	...	...	"	0	6	6	0	6	6
0	4	0	0	0	0	2	0	395	If 10 or under 15 cubic feet	...	...	"	0	8	0	0	8	0
0	5	0	0	0	0	2	6	396	If 15 or under 20 cubic feet	...	...	"	0	10	0	0	10	0
0	6	0	0	0	0	3	0	397	If 20 or under 30 cubic feet	...	...	"	0	14	0	0	14	0
0	10	0	0	0	0	5	0	398	If 30 or under 40 cubic feet	...	...	"	1	3	0	1	3	0
0	14	0	0	0	0	7	0	399	If 40 or under 50 cubic feet	...	...	"	1	8	0	1	8	0
1	0	0	0	0	0	8	0	400	If 50 or under 60 cubic feet	...	...	"	1	14	0	1	14	0
0	1	0	0	0	0	0	0	401	For every 10 cubic or part of 10 cubic feet additional ...	...	...	"	0	2	0	0	2	0
1	4	0	0	0	0	8	0	402	On all goods not enumerated, chargeable by weight	...	...	Ton	2	4	0	2	4	0
0	4	0	0	0	0	8	0	403	Unenumerated unpacked goods	...	...	Coolie-load.	0	2	0	0	2	0
0	4	0	0	0	0	8	0	404	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ...	...	...	Free	0	2	0	0	2	0

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

RENTS.

11. Imports.

A.—Import Goods except Iron and Steel, as specified under item No. 206. Sugar and dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for unclaimed goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—Iron and Steel as specified under item No. 206 will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air; and Rs. 30 for 500 square feet per mensem in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85,* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

14. Consignees of specie must themselves take delivery from the ship, and shippers must make their own arrangements to ship it.

15. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.^c

16. Import goods delivered into lighters alongside for removal out of Dock will be charged $\frac{1}{4}$ th of wharfage rate; export goods taken on board from lighters alongside will be charged $\frac{1}{3}$ rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

17. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

18. For cotton, coir, and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by			
Mukadam, per bale.....Rs.	0 0 6	0 0 9	0 0 6
On re-shipment do., ..	0 0 6	0 0 9	0 0 6
On re-shipment, if work is			
done by Trust, per bale....., ..	0 2 0	0 2 9	0 4 6

19. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but only when such Railway materials form less than three-fourths of the entire cargo of the vessel.

Railway materials entitled to free overside delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transshipment cargo under Rule 24.

20. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

* BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

21. Dock Dues.

- A.*—In addition to the foregoing charges on goods every square-rigged vessel using the Docks (except those troopships and regular liners for which special rates may be arranged) will be charged 1 pie per ton per diem. The minimum charge (troopships and regular liners excepted) being Rs. 50 for each square-rigged vessel.
- B.*—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.
- C.*—Vessels will not be charged for Sundays or the holidays enumerated in bye-law No. 85 when no work is done.
- D.*—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.
- E.*—Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.
- F.*—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.
- G.*—Charges for vessels entering the Wet Docks for repairs :—
 For vessels 250 feet long and under Rs. 12 per diem.
 For vessels over 250 feet in length Rs. 18 per diem.

22. Night and Holiday work.

The charges for night work at Wet Docks shall be as follows :—

- A.*—Rs. 30 per night from 6 P.M. to 6 A.M.
 Rs. 15 per half-night from 6 P.M. to midnight.
- B.*—When gates are opened for receiving and delivering cargo, Rs. 15 per night from 6 P.M. to 6 A.M., and Rs. 7½ per half-night from 6 P.M. to midnight, or from midnight to 6 A.M., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.
- C.*—The following extra rates shall be charged for work done in Wet Docks on Sundays and on holidays :—
 Rs. 30 per diem.
 Rs. 15 per half-day.
- D.*—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

23. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

24. On goods landed at the Wet Docks and previously entered for transhipment one-third of wharfage rate as a transhipment fee will be

charged ; the transhipment fee will cover the right to deposit on wharf 3 days, thereafter the ordinary Dock ground or shed rent charges will be levied ; the ship shall make its own arrangements for handling and removing the goods.

25. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-law No. 30a.

26. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

27. The Trustees will send out free of charge to vessels in the Stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

28. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity ; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

29. In the case of cargo sent out to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing at the Docks, or, if so directed by the Agents, at any Bandar, at the rate of one Rupee per ton.

30.—Craneage.

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 p.m. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half-night only be required for the whole night, application to be made at least two hours before the end of the half-night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with Counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each $1\frac{1}{2}$ -ton crane per day or per night Rs. 5 0 0

For each $1\frac{1}{2}$ -ton crane per half day or half night..... „ 2 8 0

Day to be from 6 A.M. to 6 P.M. Half-day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 6 P.M. to 6 A.M. Half-night to be from 6 P.M. to midnight.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transshipment goods, machinery, &c. landed from or shipped into boats or country crafts will be charged for the use of the $1\frac{1}{2}$ -ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock crange rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the East Wharf where Bandar crange rates are charged.

M.—For weights over $1\frac{1}{2}$ tons and not exceeding

	5 tons...	Rs. 1 0 0 per ton
„	5 „ „ 8 „ ... „	2 0 0 „
„	8 „ „ 11 „ ... „	3 4 0 „
„	11 „ „	4 0 0 „

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery in pieces will be charged by measurement or weight at option of Dock officers ; if by measurement, forty cubic

feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to crantage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs 2½ for each working hour in addition to the crantage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For Ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100 ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

31. The toll for the use of sidings at Wet Docks is fixed at four annas per ton, except in the case of State Railway stores, for which special rates not exceeding four annas per ton may be fixed by the Trustees from time to time.

32. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.

„ Coal do. do. 2 do.

„ Firewood, charcoal and timber, Rs. 1½ per loaded wagon.

„ Cattle, Rs. 1½ per wagon.

„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.

All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2A (see Schedules A, B, and B(1), attached hereto at the rates laid down in the table of charges annexed to these rules.
2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including stearine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees warehouses.
3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.
Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."
4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).
5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.
6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.
7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.
8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary

customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrant.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to importers, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favor the warrants are to be issued in the following form :—

“ Please to divide the within ” or, (when part is to be delivered)
 “ Deliver to bearer (state how many packages) and grant new
 “ one for (state how many packages) in favor of , one
 “ for,” &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and that buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same as when a deposit is made; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been

in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills ; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 a.m. till 5 p.m.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

No.

Registered No. of

188

Bombay,

THE SUPERINTENDENT,

PRINCE'S DOCK WAREHOUSES,

Please receive into your Warehouses the undermentioned packages ex S. S. and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.	Description of Goods.
Total...			

Signature—
Address—

Schedule D., referred to in Section 4.
FORM 4.
BOMBAY PORT TRUST WARRANT.
 WAREHOUSE DEPARTMENT.

Lot No.
Bombay, Dated this
 Warrant for the Goods noted below, imported in the S.
 from entered by on the
 to or order by endorsement hereon. Rent commences on the
 and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	WEIGHT.						Description of Goods, and Remarks.			
			Gross.			Tare.						
			Tons.	cwt.	qrs.	lbs.	Tons.	cwt.		rs.	lbs.	

For No.
 Superintendent, Warehouses. Traffic Manager.
 The Port Trust is not liable for damage or loss from unavoidable causes. Bombay Port Trust.

FORM 6.

We (or I), *A. B.*, now of *C. D.*, and *Surety*,
The stamp will be in accordance with the Stamp Act, Schedule No. 23. *are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in the sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.—*
Dated this *day of 188 .*
Whereas the Warrants dated the 18 and bearing Numbers *Mention the goods.*
which were issued by the said Trustees to in respect of
have been lost or
mislaid. And whereas the said are owners of the said
goods and have on the
advertised in the
newspapers the loss of the said Warrants but no answer *How many times.*
has been received to the said advertisements and the
said
applied to the said Trustees to issue Duplicates of the
said Warrants which they have agreed to do upon receiving
this Indemnity. And whereas the said
hath at the request of the
said
to become their surety for the performance of the con-
ditions hereinafter contained. Now the Condition of
the above written Bond is such that if the said
and
and their respective legal representatives or
any or either of them shall and will from time to time
and at all times hereafter effectually indemnify and save
harmless the said Trustees, their successors, and assigns,
from and against all suits, costs, charges, damages, claims,
and demands whatsoever which shall or may at any time
or times hereafter be brought or prosecuted against the
said Trustees, their successors or assigns by any person
or persons whomsoever by reason of the said Warrants
not having been produced or having been lost, mislaid,
or dealt with in any way, or by reason of the said dupli-
cate Warrants having been handed over by the said
Trustees to the said
or for or
by reason or on account of any other matter or thing
whatsoever in any wise relating to the premises, then the
above written Bond is to be void and of no effect, other-
wise the same shall be and remain in full force and
virtue.

Signed, sealed and }
delivered by }

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

GOODS.	CHARGES.			
	Per	Removing and Storage Charges.	Rent per Week or portion of a Week.	
			Rs. s. p.	Rs. s. p.
1. Alum	Ton	0 8 0	0 1 6	
2. Beef and Pork	Tierce	0 4 0	0 0 6	
3. Do.	Barrel	0 3 0	0 0 4	
4. Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6	
5. Do.	" above 12 c. ft.	0 3 0	0 1 0	
6. Cardamoms	Cwt.	0 0 6	0 0 2	
7. Cement	Ton	0 8 0	0 1 6	
8. Coffee	"	0 8 0	0 1 0	
9. Copperas	"	0 8 0	0 2 0	
10. Cotton	Pressed Bale	0 1 6	0 0 6	
11. Cutlery	Package measurement.			
11a. Earthenware retorts and piping for drainage	To be charged by measurement.			
12. Ginger, dry	Ton	0 6 0	0 1 6	
13. Glassware and Earthenware	Package measurement.			
14. Grain	Ton	0 5 0	0 0 9	
15. Groundnuts	"	0 5 0	0 0 9	
16. Gums	"	0 8 0	0 1 6	
17. Gunnies	Bale, large	0 3 0	0 0 9	
18. Do.	" small	0 2 0	0 0 6	
19. Hardware	Package measurement.			
20. Hessians	Same as for canvas.			
21. Machinery	Ton	1 8 0	0 8 0	
METALS—				
22. Iron—Hoop, Sheet, Nail & Rod	"	0 8 0	0 1 0	
23. Do.—Bars and Bundles	"	0 8 0	0 1 0	
24. Copper & Yellow Metal, in cases	"	0 10 0	0 1	
24a. Do. do. in bundles	"		0 1 6	
25. Zinc Sheets	"	0 8 0	0 1 0	
26. Copper, Zinc, Spelter, Tin, in Tiles or Sheet	"	0 8 0	0 1 0	
27. Indigo	"	0 8 0	0 2 0	
28. Mother-o'-Pearl Shells	"	0 8 0	0 2 0	
29. Myrabollams or (gallnuts)	"	0 5 0	0 0 9	
30. Oil Seeds	"	0 5 0	0 0 9	
31. Opium	Chest	0 4 0	0 4 0	
32. Paper, in bales or cases	Package	0 3 0	0 0 6	
33. Paints	Ton	0 8 0	0 1 0	
34. Pepper	"	0 6 0	0 1 6	
35. Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6	
35a. Do. per bale of 15 c. ft. and upwards	Per c. foot	0 0 2	0 0 0½	
36. Sandal and Sapan wood	Ton	0 8 0	0 2 0	
37. Sena Leaves	"	0 6 0	0 1 6	
38. Sharkfins and Fishmaws	"	0 8 0	0 4 0	
39. Shawls	Package	0 4 0	0 4 0	
40. Sugar	Ton	0 6 0	0 0 9	
41. Spices except Cardamoms	"	0 8 0	0 1 0	
42. Tea	Chest	0 1 0	0 0 3	
43. Tin-Plates	Ton	0 8 0	0 1 0	
44. Turmeric	"	0 6 0	0 1 0	
45. Twist and Yarn	Bale	0 2 0	0 0 6	
46. Wool	Pressed Bale	0 2 0	0 0 6	
47. Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1	
48. Do. Do. by weight	Ton	0 8 0	0 1 6	

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, ETC. 603

1. Loading or unloading of carts will be charged for as under :—
 1. Loading or unloading packages up to 2 cwts., each Rs. a. p.
per cart 0 1 0
 2. Loading and unloading together packages up to
2 cwts., each per cart 0 1 6
 3. Loading and unloading together of packages over 2 cwt.
each at rates to be arranged with the Traffic Manager.
 4. The Traffic Manager will have the option of allowing
merchants to do their own loading and unloading of carts
or of having the service performed departmentally.
 5. Weighment of goods will be charged for at the rate of 3 annas
per ton.
 6. Goods weighed and restored by the Warehouse department
will be charged one half of the original removing and
storing charges.
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BOMBAY PORT TRUST.

Bye-Laws under Sections 85 and 88 of the Bombay Port Trust Act, 1873 and Sections 73 and 74 of Bombay Port Trust Act, 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed, a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being, for any reason, required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting betel-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way, shall, after having been given due notice by a Port Trust officer to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect verandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on

the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question ; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to, or from, any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, etc., must be preferred within two months from the date on which the wharfage fees, extra fees, etc., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees 2 for refund of wharfage fees, etc., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100 and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this board.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES
TO BE CHARGED AT PORT TRUST BANDARS.*Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."*

See Sec. 30, page 624.—Goods landed and shipped at the Chaupati, Mahim, and Warli Bandars, and at the Bandars north of the Frere Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
1	Acids	Case	0 4 0
2	Aerated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider	Hogshead	0 4 0
5	Do. do. in wood	Kilderkin	0 2 0
6	Do. do. in bottles	1 doz. qts. or 2 doz. pints	0 0 0
7	Do. do. in firkins of 9 gallons	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	"	0 12 0
10	Aloes, black	"	0 12 0
11	Alum (fatki)	"	0 8 0
12	Ambasee (dried mango)	"	0 12 0
13	* Anchors, grapnels, &c., English.	"	0 8 0
14	Do. do. country	Coolie-load	0 0 0
15	Animals—see Live Stock.		
	Animals and plants for public gardens in India		Free
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	*Asphalte	Ton	0 8 0
22	Asafetida, in bulk (hing) fine	"	2 8 0
23	Do. do. do.	Case or package	0 4 0
24	Do. coarse (Hingola)	Ton	0 12 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft	One hundred	0 8 0
30	* Do. and tokers	Cart-load	0 2 0
31	* Bamboo blinds, in bundles	Regd. ton of vessel	0 2 0
32	* Do. do. do.	One hundred bundles	0 8 0
33	Do. do. do.	Cart-load	0 2 0
34	Bangles, country	Package	0 1 0
35	Do. do.	Cart-load	0 6 0

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES. 607

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
36	Bangles, foreign ...	Case	0 2 0
37	Bardans (old gunnies) ...	Bundle or package	0 1 0
38	* Bark, shemby ...	Regd. ton of vessel	0 6 0
39	* Do. of sorts ...	Ton	0 12 0
40	* Baskets, cane ...	One dozen	0 0 6
41	* Do. bamboo ...		Measurement
42	Beads, in bags ...	Bag	0 2 0
43	Do. in cases ...	Case	0 2 0
44	Bedsteads, country ...	Each	0 2 0
45	Beef or pork ...	Tierce	0 4 0
46	Do do. ...	Barrel	0 2 0
47	Beeswax ...	Package	0 2 0
48	Betelnut ...	Ton	0 9 0
49	Betel-leaves ...	Package	0 0 6
50	Do. ...	Cart-load	0 4 0
51	Bhang ...	Ton	1 4 0
52	Bhat (paddy) ...	Candy of 20 furrabs	0 3 0
53	Biscuit, ship ...	Ton	0 12 0
54	Do. in cases ...	Case	Measurement
55	Do. in tins ...	One dozen	0 3 0
56	Billiard tables ...	Each	5 0 0
57	Blood stones ...	Case or package	0 2 0
58	* Boats (hodies) ...	Each	0 4 0
59	* Boats, jolly ...	"	0 8 0
60	* Boats, muchwas and bullows.	"	0 8 0
61	Boilers—see special rates at p. 32.		
62	* Bones ...	Ton	0 9 0
63	Books ...	Case	Measurement
64	Boots and shoes, English		Do.
65	Do. do. country ...	Bundle or package	0 1 0
66	Borax (unrefined) ...	Ton	0 12 0
67	* Bottles, empty ...	Crate, cask or case	0 2 0
68	* Do. do. loose ...	Cart-load	0 3 0
69	* Do. do. ...	Coolie-load	0 0 6
70	* Boxes, country, empty	One dozen	0 4 0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat	0 4 0
72	* Do. do. ...	Cart-load	0 4 0
73	* Do. horse and cattle, empty § ...	Each	0 8 0
74	Bran ...	Candy of 8 furrabs or 2½ cwt.	0 1 0
75	Brass leaves—see Orsidue.		
76	Brass of sorts and ware ...	Ton	0 8 0
77	Do. do. when no weight is given ...	Package	Measurement
78	Bricks bath ...	Case	0 1 0
79	* Do. and tilte, country ...	Regd. ton of vessel	0 2 0
80	* Do. do. do. ...	Cart-load	0 1 0
81	* Do. foreign ...	Per thousand	1 8 0
82	Brooms specie, ...	One hundred	0 0 6
83	Bullion, and coigold and silver-ware, countrns, plate, &c. ...	Bx or package	0 4 0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0 1 0
85	Do. do. ...	Package over 6 c. ft.	0 2 0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
86	* Casks and hogsheads ...	Each	Rs. a. p. 0 1 0
87	* Casks and hogsheads, half and quarter...	"	0 0 6
88	* Cables, chain ...	Ton	0 8 0
89	* Do. hemp ...	"	0 12 0
90	* Cadjans ...	Regd. ton of vessel	0 4 0
91	* Do. ...	Cart-load	0 4 0
92	Cajoo or cashewnuts ...	Package	0 2 0
93	Cambay stones ...	Case or package	0 2 0
94	Camphor ...	Ton	1 4 0
95	Candles ...	Cwt.	0 2 0
96	Canes—see Rattans.		
97	Canvas ...	Bale	0 3 0
98	Do. ...	Bolt	0 0 6
99	* Camphor-wood drawers and boxes ...	Case	0 4 0
100	Capoor cutchree ...	Ton	0 12 0
101	Cardamoms ...	Cwt.	0 2 0
102	Do. bastard—see Spices.		
103	Carpets, country ...	Case or package	0 1 0
104	Do. foreign ...	"	0 4 0
105	* Carriages, four-wheeled ...	Each	4 0 0
106	* Do. two-wheeled ...	"	3 0 0
107	Cartridges, loaded—see under Gunpowder 270D.		
108	* Carts, country ...	"	0 8 0
109	* Cart-wheels...	Pair	0 4 0
110	Cassa-ware, white metal ...	Ton	0 8 0
111	Catechu ...	Package of 4 c. ft. and under	0 0 6
112	Do. ...	Package over 4 c. ft.	0 1 0
113	Cement ...	Ton	0 6 0
114	Chairs, in bundles ...	Bundle	0 1 0
115	Chairs, loose ...	Each	0 0 6
116	Chalk...	Ton	0 6 0
117	* Charcoal ...	Regd. ton of vessel	0 2 0
118	* Charpoys ...	Each	0 1 0
119	Cheese, in cases ...	Case	Measurement
120	Cheese, loose ...	Each	0 0 3
121	Chemicals—see Drugs and Medicines.		
122	Cheroots and Cigars ...	Case	Measurement
123	Chillies, dried ...	Ton	0 9 0
124	* Chillims, for hookas...	One thousand	0 1 0
125	China, copper cash ...	Ton	0 8 0
126	Do. flower pots ...	Each	0 0 6
127	Do. garden seats ...	"	0 2 0
128	Do. preserves & chow-chow.	Case of $\frac{1}{2}$ a doz. and under	0 1 0
129	Do. do. do. ...	Case of over $\frac{1}{2}$ a doz.	0 2 0
130	Do. do. do. ...	Jar or pot	0 0 3
131	Do. roots ...	Ton	0 12 0
132	Do. and Japan fancy goods.	Case	Measurement
133	Do. ware in rolls, large ...	One dozen	0 3 0
134	Do. do. small ...	"	0 1 6
135	Do. white copperware ...	Case	0 3 0
136	Chooney ...	Candy of 8 furrals or 9 Indian maunds	0 2 0
137	* Chunam, loose ...	Regd. ton of vessel	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
138	* Chunam, in packages ..	Ton	0 8 0
139	* Do. stones ...	"	0 4 0
140	* Clay, China and fire ...	"	0 8 0
141	* Do. country ...	Regd. ton of vessel	0 3 0
142	Clay figures ...	Case	0 2 0
143	Clocks ...	Case of 8 c. ft. and over	0 8 0
144	Do. ...	Case of under 8 c. ft.	0 4 0
145	* Coal, coke, cinders, patent fuel, and ashes ...	Ton	0 1 0
146	Do. do. do. ...	Cart-load	0 1 0
147	* Coal shoots ...	Each	0 4 0
148	Cocoanuts, loose, when numbers are declared ...	One thousand	0 2 6
149	Do. when numbers are not declared ...	Package	0 1 0
150	Cochineal ...	Cwt.	0 2 0
151	Cocum ...	Ton	0 12 0
152	Do. oil ...	Case or pot	0 4 0
153	Coffee... ..	Ton	0 8 0
154	Do. dross ...	"	0 6 0
155	Coins, copper... ..	Box or package	0 1 0
156	Coir fibre ...	Ton	0 9 0
157	Do. pressed ...	Bale	0 1 6
158	Do. rope, cable, cordage and yarn ...	Ton	0 9 0
159	Colombo root... ..	"	0 12 0
160	Confectionery ...	Case	Measurement
161	* Coojas or goblets, Muscat ...	One hundred	0 4 0
162	* Do. do. Goa, common. ...	"	0 2 0
163	Coormoora (parched rice) ...	Package	0 0 6
164	Coosoomba—see Safflower.		
165	* Copper, in sheet, slabs, or tiles ...	Ton	0 8 0
166	Do. ware and wire ...	"	0 8 0
167	Do. when no weight is given ...	Package	Measurement
168	Copperas ...	Ton	0 12 0
169	Copra... ..	"	0 9 0
170	Coral ...	Package or box	0 8 0
171	Do. imitation ...	Case	Measurement
172	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0 12 0
173	Coriander seeds ...	"	0 9 0
174	Corks... ..	Bale or case	Measurement
175	Cotton, raw, pressed ...	Bale	0 0 6
176	Do. unpressed ...	Bale or docra of over 3 cwts.	0 0 6
177	Do. do. ...	Bale or docra of under 3 cwts.	0 0 3
178	* Cotton screw-jacks ...	Each	0 0 6
179	Couches and sofas ...	"	0 2 0
180	Cowries ...	Ton	0 12 0
181	Crackers, China ...	Case of one picul of 133 lbs.	0 2 0
182	Do. do. ...	Case under one picul	0 1 0
183	Crockery, porcelain, and earthenware ...	Crate or Hogshead	Measurement
184	Croton seed (jamalgotee) ...	Ton	0 12 0

No. of Item	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
185	Cummin seed	Ton	1 4 0
186	Cupas (mat bags)	One hundred	0 4 0
187	Do. (do.)	Coolie-load	0 0 6
188	Cutlery	Case	Measurement
189	Dammer	Ton	0 9 0
190	Dates, dry	"	0 9 0
191	Do. wet	"	0 9 0
192	Do. in pots	One dozen pots	0 4 0
193	* Dhooleakar (country soda earth)	Regd. ton of vessel	0 6 0
194	Do. part cargo and in bags.	Ton	0 9 0
195	Dhowri flowers	"	0 12 0
196	* Dinner cups (leaves)	Fifteen " hundred	0 0 3
197	Do. leaves	"	0 0 3
198	Dishes, wooden, large	Score	0 1 0
199	Do. do. small	"	0 0 6
200	* Disinfecting powder	Ton	0 8 0
201	Dragon's blood	Case	0 2 0
202	Drugs and Medicines, foreign, not enumerated	Case or package	Measurement
203	Do. do. country	Bag	0 1 0
204	Drums, dubbers, and dubbas	One hundred	0 12 0
205	Dyes, country, not enumerated.	Ton	0 12 0
206	Do foreign	Case or package	Measurement
207	Earthen retorts and piping for drainage	Ton	0 12 0
208	Earthenware, foreign—see Crockery		
209	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0 3 0
210	* Eggs	Basket or pot	0 0 6
211	Elephants' tusks and Moyes' teeth—see Ivory.		
212	Engines, garden	Each	0 4 0
213	Fans	Case	0 2 0
214	Fat, grease, lard and tallow	Ton	0 12 0
215	Feathers	Case or package	0 2 0
216	Felt	Bale	Measurement
217	* Firewood	Regd. ton of vessel	0 2 0
218	* Do.	Cart-load	0 1 3
219	* Fish, fresh	Mutchwa or bulloo per month	2 0 0
220	* Do.	Hody per month	1 0 0
221	* Do.	Boat manned by 2 men	0 8 0
222	Fish, salted & dried, in pkgs.	Ton	0 12 0
223	Do. do., loose	Regd. ton of vessel	0 8 0
224	Do. do.	Card-load	0 4 0
225	Fish, tamarind	Keg	0 1 0
226	Fish maws	Ton	1 4 0
227	Fishing nets, new	Each	0 2 0
228	Do. tackle	Case	0 2 0
229	Fish roe	Pot or package	0 1 0
230	Flax	Bale	0 2 0
231	Flour	Ton—{ Import. Export	0 4 0 0 3 0
232	Flour in barrels, no weight given	Barrel	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
233	* Fruits, fresh, foreign ...	Case	0 1 0
234	* Do. do ...	Barrel	0 1 6
235	* Do. from Zanzibar and Muscat ...	Basket	0 0 6
236	* Do. from Cabul ...	Large basket or jam-bil	0 6 0
237	* Fruit, fresh, country ...	Regd. ton of vessel	0 2 0
238	* Fruits, fresh, part cargo ...	Cart-load	0 1 6
239	Do. country ...	Coolie-load	0 0 3
240	Do. dry, not enumerated.	Ton	0 12 0
241	Do. from Europe ...	Case	Measurement
242	Furniture, not accompanying passengers ...	"	Do.
243	Gallnuts—see Myrabolams.	"	
244	Ganja (<i>Cannabis indica</i>) ...	Ton	1 4 0
245	Garlic ...	"	0 12 0
246	Ghee ...	"	0 12 0
247	Ginger, dry (soonth) ...	"	0 8 0
248	* Do. green ...	Regd ton of vessel	0 2 0
249	* Do. do. part cargo ...	Cart-load	0 1 6
250	Do. ...	Coolie-load	0 0 3
251	Glass-ware ...	Hogshead	Measurement
252	Glass, window ...	Box	0 1 0
253	Do. broken ...	Package	0 1 0
254	Glue ...	Ton	1 0 0
255	Goat's hair, loose, in bundles	Bundle or package	0 0 6
256	Do. pressed ...	Bale	0 1 0
257	Gold leaf—see Bullion.		
258	Do. mock ...	Box or package	0 1 0
259	Gold and silver lace or jury ...	"	0 4 0
260	Grain of all kinds, loose and in bags ...	Per ton of 3 candies furrals, or 9 Indian maunds to candy—On Import	0 4 0
		On Export	0 3 0
261	* Grass, green ...	Regd ton of vessel	0 2 0
262	* Do. ...	Cart-load	0 1 0
263	Grass-oil ...	Case or pot	0 4 0
264	Grinding-stones, country ...	Pair	0 0 6
265	Groundnuts ...	Ton	0 6 0
266	Gums of kinds not enumerated	"	1 0 0
267	Gunny-pieces and bags	Bale	0 3 0
268	Do. do.	Half bale	0 1 6
269	Do. do.	Bundle of 50 pieces	0 0 9
270	Gunpowder ...	Case or barrel up to 25 lbs	0 2 0
270a	Do. ...	Case or barrel above 25 lbs and up to 50 lbs.	0 3 0
270b	Do. ...	Case or barrel above 50 lbs and up to 100 lbs.	0 4 0
270c	Do. ...	For every 25 lbs. additional	0 2 0
270d	Percussion caps and loaded cartridges ...	Per cubic foot	0 2 0
271	Guns, large, cannons, howitzers, &c—see Military stores and arms.		

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
272	Sporting rifles, fowling pieces, &c. ...	Each	Rs. a. p. 0 3 0
273	Pistols, revolvers, &c. ...	"	0 2 0
274	Haberdashery, millinery, and hosiery ...	Case	Measurement
275	Hams, in cases ...	"	Do.
276	* Do. loose ...	Each	0 0 3
277	* Hardware ...	Ton	0 12 0
278	Do. when no weight is given ...	Package	Measurement
279	Harmoniums and Organs—		
	If under 20 cubic feet ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	"	0 9 0
	If 30 " do. 40 " ...	"	0 12 0
	If 40 " do. 50 " ...	"	1 0 0
	If 50 " do. 60 " ...	"	1 10 0
	* If 60 " do. 70 " ...	"	2 10 0
	If 70 " do. 80 " ...	"	4 0 0
	If 80 " and over ...	"	5 0 0
280	Harness and harness requisites	Case	Measurement
281	Hats and caps—see Haberdashery and Millinery.		
282	* Hay and Straw ...	Regd. ton of vessel	0 2 0
283	* Do. pressed ...	Bale	0 0 0
284	* Do. in bundles ...	Cart-load	0 1 0
285	Hemp, loose, in bundles ...	Ton	0 9 0
286	Do. pressed ...	Bale	0 1 0
287	Hessians ...	"	0 3 0
288	* Hides, buffalo, &c. ...	One hundred	0 8 0
289	Honey ...	Package or pot	0 1 0
290	Hookas (coconut shells) ...	Package	0 1 0
291	Horns, buffalo, bullock and deer ...	Ton	0 12 0
292	Hulwa, in plates ...	Dozen plates	0 1 0
293	Do. in jambils ...	Dozen jambils	0 0 0
294	* Husk or chaff for burning bricks ...	Regd. ton of vessel	0 2 0
295	* Do. for animals ...	Candy of 8 furrals or 2½ cwt.	0 1 0
296	Ice (small quantities for daily consumption on board to pass free) ...	Ton	0 8 0
297	Incense—see Olibanum.		
298	Indian condiments ...	Case	Measurement
299	Indigo ...	Ton	1 0 0
300	Ink ...	Case	0 3 0
301	Do. ...	Cask	0 4 0
302	Instruments, drawing, mathematical, musical, and others not enumerated ...	Case or package	Measurement
303	Ironmongery ...	Ton	0 12 0
304	Do. when no weight is given ...	Case	Measurement
305	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
306	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight ...	"	0 8 0

No of Item	Description of Goods.	How charged.	Wharfage Fees.		
			Rs.	a.	p.
307	Ivory and elephant tusks ...	Cwt.	0	2	0
308	Do. ware ...	Package	0	4	0
309	Jaggery, ...	Ton	0	6	0
310	Jars, fancy, large, China and Japan ...	Each	0	1	0
311	Do. common, large ...	One hundred	2	0	0
312	Do. do. small ...	"	1	0	0
313	Jewellery and trinkets ...	Box or package	0	8	0
314	Do. do. imitation ...	Case or package	0	2	0
315	Jute, raw, loose ...	Ton	0	9	0
316	Do. pressed ...	Bale	0	1	0
317	Kegs ...	One doz.	0	2	0
318	Khootwood ...	Ton	0	12	0
319	Kuskas for tatties ...	Package	0	1	0
320	Kerosine Oil ...	Case of 8 Im. gals.	0	0	6
321	Lac ...	Ton	1	0	0
322	Lac-dye ...	Package	0	2	0
323	Lavender flowers ...	"	0	1	0
324	Lanterns, country ...	One doz.	0	0	6
325	Lead, pig, piping, sheets and rolls ...	Ton	0	8	0
326	Do. black, white, and red ...	"	0	12	0
327	Do. shot ...	"	0	12	0
328	Leather, country ...	Bundle of 25	0	2	0
329	Do. foreign ...	Case or package	Measurement		
330	Liquorice-root ...	Ton			
331	Liquors, foreign and country—see Spirits.		0	12	0
332	* Live stock—				
A	Cows and buffaloes ...	Each	0	4	0
B	Calves and pigs ...	"	0	2	0
C	Dogs and monkeys ...	"	0	1	0
D	Donkeys ...	"	0	8	0
E	Deer ...	"	0	2	0
F	Elephants ...	"	2	0	0
G	Fowls and ducks ...	One doz.	0	1	6
H	Goats and sheep ...	Each	0	1	0
I	Do. do. ...	Per 100	1	8	0
J	Horses—see footnote to item No. 73 ...	Each	1	0	0
K	Mules ...	"	0	12	0
L	Pigeons, quails and partridges ...	One doz.	0	1	0
M	Turkeys and geese ...	"	0	2	0
N	Tigers, bears, and other wild animals ...	Each	2	0	0
O	Other small birds ...	Free			
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.				
333	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free			
334	* Passengers' luggage.				
335	Do. do. brought by native coolies.				

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
336	Madder or munjeet	Ton	0 12 0
337	* Marble and marble slabs	"	0 12 0
338	Marking-nuts (bellama)	Package	Measurement
339	* Masts of muchwas and padows	Each	0 1 0
340	Do.* of buggalows, cottias, and pattimars	"	0 2 0
341	Matches, English	Case	Measurement
342	Do. country (dewasali)	Bundle	0 0 6
343	Mats of sorts, foreign	Package of 50	0 1 6
344	Do. country... ..	" of 100	0 2 0
345	Do. cane	Roll of 25	0 2 0
346	Machinery—see special rates at page 32.		
347	Matting, coir	Roll	0 1 0
348	Do. rolls of coir carpet	"	0 2 0
349	Medicine—see Drugs.		
350	Metals, not enumerated	Ton	0 8 0
351	* Mill and foundation stones..	"	0 8 0
352	Milinery—see Haberdashery.		
353	Molasses and treacle	"	0 12 0
354	Mother-o'-pearl shells	"	1 0 0
355	Military stores, arms, equipment	"	0 12 0
356	Do. do. when no weight is given	Case	Measurement
357	Mineral waters	Case or cask	0 1 0
358	Mowra and mowra flowers	Ton	0 6 0
359	Myrabolams "	"	0 6 0
360	Myrrh	"	1 4 0
361	Nails, of sorts	"	0 8 0
362	Naphtha	Case of 10 gals.	0 1 0
363	Nowsagur—see Salammoniac.		
364	Nux vomica	Ton	0 12 0
365	Oars, country... ..	One doz.	0 1 0
366	Ochre, of kinds	Ton	0 8 0
367	Oils, linseed, castor, and other vegetable...	Tin, drum, or case up to 10 gals.	0 1 0
368	Do. do. do.	Ton	0 12 0
369	Do. perfumed, of sorts	Case or pot	0 4 0
370	Oil-cake	Ton	0 9 0
371	Oilman's stores	Case	Measurement
372	Olibanum	Ton	0 12 0
373	Opium	Chest of 140 lbs.	1 0 0
374	Do.	Half chest	0 8 0
375	Orsidue or brass leaves	Package	0 0 6
376	Overland post parcels	Each	0 0 6
377	Paints, oil	Ton	0 12 0
378	Palanquins and doolies	Each	0 8 0
379	Paper, of kinds	Bale	0 2 0
380	Papudkhar (country soda)	Ton	0 9 0
381	Paraffin and petroleum—see Kerosine.		
382	Patch leaves	Case	0 2 0
383	Pearl	Box or package	0 8 0
384	Do. imitation	"	0 2 0
385	Pepper of kinds and pepper roots	Ton	1 4 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.		
			Rs.	a.	p.
	Percussion caps—see under Gunpowder, 270D.				
386	Perfumery, hair oils pomades, &c., unenumerated...	Case	Measurement		
387	Pianofortes ...	Each	2	0	0
388	Piece-goods, cotton ...	Bale	0	1	0
389	Do. silk and velvet ...	"	0	6	0
390	Do. cotton and silk, large bales ...	"	0	6	0
391	Do. and woollens ..	"	0	2	0
392	Pipes, clay, smoking, common.	Case	0	1	0
393	Pistachio nuts ...	Ton	1	0	0
394	Pitch ...	"	0	12	0
395	Plants, shrubs, and trees ...	Cart-load	0	4	0
396	Do. do. do. ...	Coolie-load	0	0	6
397	Plants for Public Gardens in India ...	Free			
398	Plated-ware—see Bullion.				
399	Plums—see Dry fruits.				
400	Porcelain—see Crockery-ware.				
401	Poultry and birds—see Live-stock.				
402	Powd. ...	Package	0	0	6
403	Precious stones ...	Box or package	0	8	0
404	Provisions, fresh, for daily use on board...	Free			
405	Do. do. for voyage...	Coolie-load	0	1	0
406	Padwas ...	Ton	0	12	0
407	Quicksilver ...	Bottle	0	2	0
408	Railway plant and materials ...	See special rates at page 32.			
409	* Rattens—see Timber.				
410	Rags ...	Bale or package	0	1	0
411	* Rattans ...	Ton	0	12	0
412	* Do. Malacca ...	One doz.	0	1	0
413	* Reeds ...	Bundle	0	0	6
414	* Do. ...	Cart-load	0	4	0
415	* Road-metal ...	Regd. ton of vessel	0	2	0
416	Rose-flowers, dried ...	Ton	0	12	0
417	Rose-water ...	Case	0	1	6
418	Do. ...	Carboy	0	0	6
419	Rosin ...	Ton	0	12	0
420	Safflower (Coosoomba) ...	"	1	0	0
421	Saddlery—see Harness and harness requisites.				
422	Sago ...	"	0	12	0
423	Do. ...	Case or package	Measurement		
424	* Sails of buggalows, cotias, and pattimars ...	Each	0	4	0
425	* Do. of padows ...	"	0	2	0
426	* Do. of mutchwas ...	"	0	1	0
427	Sallum-misrpe ...	Ton	2	8	0
428	Salammoniac ...	"	0	12	0
429	* Salt, country ...	Regd. ton of vessel	0	2	0
430	Saltpetre ...	Ton	0	12	0
431	Samada stones ...	"	0	12	0
432	Samples and trusses ...	Parcel	0	1	0
433	Do. do. ...	Case	Measurement		
434	* Sand deposited on wharf ...	Ton	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
435	* Sand deposited on <i>hard</i> ...	Ton	0 1 6
436	Sandalwood ...	"	1 0 0
437	Do. boxes and ware ...	Package	0 2 0
438	Sapanwood ...	Ton	0 10 0
439	Scinde work ...	Case or package	0 2 0
440	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c. ...	Ton { On Import On Export	0 6 0 0 5 0
441	Seeds, other than oil-seeds, not enumerated... ..	"	0 12 0
442	Senna leaves ...	"	0 12 0
443	Shark-fins ...	"	1 4 0
444	Sajeera ...	"	0 12 0
445	Shawls, Cashmere and Delhi... ..	Case or package	0 8 0
446	Do. Europe ...	"	Measurement
447	Shells, in cases, unenumerated ...	"	0 2 0
448	Do. loose and in bags, unenumerated... ..	Ton	0 12 0
449	Shellac ...	"	1 0 0
450	Shikakai ...	"	0 12 0
451	Shooks, barrel ...	Each barrel	0 0 6
452	Silk, raw ...	Case or bale	0 3 0
453	* Skins, goat and sheep tanned ...	"	0 2 0
454	* Do. do. untanned... ..	Per 50	0 1 0
455	Soap, perfumed, foreign ...	Case	Measurement
456	Do. bar do. ...	"	Do.
457	Do. country, bar and soft ..	Ton	0 12 0
458	Soapnuts ...	"	0 12 0
459	Soda, foreign ...	Case	0 2 0
460	Do. country — see Papudkhar, ...	"	0 10 0
461	Supras (winnowing fans) ...	One hundred	0 2 0
462	Soorungy ...	Ton	0 12 0
463	* Spelter and solder ...	"	0 8 0
464	Spices—cinnamon, mace, cloves nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, see Special rate) ...	"	0 10 0
465	Spirits and wines, foreign in wood. ...	Per Imp. gal.	0 0 2
466	Do. do. do. in bottles. ...	1 doz. qts. or 2 doz. pints.	0 1 0
467	Do. country ...	Three Imp. gals.	0 0 2
468	Do. beer, porter, &c.—see Ale. ...	"	Measurement
469	Stationery, unenumerated ...	Case	Do.
470	Do. do. ...	Cask	Do.
471	Staves, barrel—see Shooks. ...	"	0 8 0
472	* Steel ...	Ton	0 8 0
473	* Stones, ballast,—see Ballast. ...	"	0 2 0
474	* Do. laddy, paving, and sand dressed. ...	Regd. ton. of vessel	0 2 0
475	* Do. do. do. ...	Cart-load	0 2 0
476	* Do. do. do. undressed and rough ...	Ton	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
477	* Stones, rollers of, large ...	Each	0 4 0
478	* Do. do. small ...		0 2 0
479	* Stoneware, country... ..	Cart-load	0 6 0
480	* Stoneware, country... ..	Package	0 1 0
481	* Stores, old, marine ...	Cart-load	0 4 0
482	* Suffrys for making mat bags		0 4 0
483	Sugar and sugarcandy	Ton	0 8 0
484	Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement
485	Do. loaf	Case weighing 1 cwt. and over	0 2 0
486	* Sugarcane	Regd. ton. of vessel	0 2 0
487	* Do.	Cart-load	0 1 6
488	Do.	Per cooly-load	0 0 3
489	Sulphur	Ton	0 12 0
490	Sweetmeat, native	Case or package	0 2 0
491	Do. do.	Pot or basket	0 0 6
492	Syrup and sherbet	Case	0 2 0
493	Fallow—see Fat.		
494	* Tamarind, raw and green ...	Regd. ton. of vessel	0 2 0
495	* Do. do. do.	Cart-load	0 1 6
496	Do. do. do.	Per cooly-load	0 0 3
497	Do. preserved (ambli) ...	Ton	0 12 0
498	Tar		0 12 0
499	Tea	Per 15 lbs. or part of 15 lbs.	0 0 6
500	* Tents, double-poled... ..	Each	1 0 0
501	* Do. single-poled	"	0 8 0
502	* Do. routees	"	0 4 0
503	* Do. bechobas	"	0 2 0
504	* Tiles, country	Regd. ton. of vessel	0 2 0
505	* Do. do.	Per cart-load	0 1 0
506	Do. flooring, packed	Ton	0 12 0
507	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0
508	Do. do. do.	Per cart-load	0 1 0
509	* Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0 8 0
510	* Do. bhendry, jungle, and rafters... ..	Registered tonnage of vessel	0 6 0
511	* Do. rafters, by raft... ..	Cart-load	0 4 0
512	* Tin, of kinds	Ton	0 8 0
513	* Tin plates	Case	0 0 6
514	Tobacco, country, in leaf, unmanufactured	Bale	Measurement
515	Do. foreign, manufactured, but not cheroots	Case	0 2 0
516	Tortoise shells	"	0 4 0
517	Toys	"	Measurement
518	Trunks and boxes, country empty.	Of 6 c. ft. and under each	0 0 6
519	Do. do. do.	Of over 6 c. ft. each	0 1 0
520	Do. do. foreign		Measurement

† On timber removed from one basin to another on the foreshore no export wharfage fee will be charged,

No. of Item.	Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
521	Trunks and boxes, camphor-wood drawers	Each piece	0 4 0
522	Turmeric	Ton	0 12 0
523	Turpentine	Per tin, drum, or case up to 10 gals.	0 1 0
524	Twine, country	Ton	0 12 0
525	Twist and yarn	Bale	0 1 0
526	Umbrellas	Case or package	Measurement
527	Varnish	Case of 5 gals.	0 1 0
528	* Vegetables, fresh	Regd. ton. of vessel	0 2 0
529	* Do. do.	Cart-load	0 1 6
530	* Do. do.	Cooly-load	0 0 3
531	Vermillion	Ton	0 12 0
532	Do.	Case	0 1 0
533	Vinegar, country	Hogshead	0 2 0
534	Do. do.	Pot or carboy	0 0 6
535	Wines, liquors, &c.—see Spirits		
536	Wire, of sorts, not enumerated	Ton	0 12 0
537	Do. when no weight is given.	Case	Measurement
538	Wool, Berlin—see Haberdashery.		
539	Do. raw, unpressed	Bale up to 1½ cwt.	0 2 0
539a	Do. do. do.	Bale or Docra up to 3 cwt.	0 3 0
540	Do. raw	Bale or bora above 3 cwt.	0 4 0
541	Do. pressed	Bale	0 1 0
542	Woolleus—see Piece-goods.		
543	* Walnuts—see Akroots.		
544	Waste cotton, twist and wool		0 0 6
545	Watches, gold and silver	Case	0 8 0
546	Do. other than above		0 4 0
547	Whiting	Ton	0 8 0
548	* Yellow metal. sheets	"	0 8 0
549	* Zinc sheeting	"	0 8 0
	<i>Charges for Measurement.</i>		
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be:—		
550	If under 4 cubic feet	Package	0 1 ^c 0
551	If of 4 and under 6 cubic feet...	"	0 2 0
552	If of 6 and under 10 cubic feet.	"	0 2 6
553	If of 10 and under 15 cubic feet.	"	0 3 0
554	If of 15 and under 20 cubic feet.	"	0 4 0
555	If of 20 and under 30 cubic feet.	"	0 6 0
556	If of 30 and under 40 cubic feet.	"	0 7 0
557	If of 40 and under 50 cubic feet.	"	0 8 0
558	If of 50 and under 60 cubic feet.	"	0 10 0
559	If of over 60 cubic feet	"	0 12 0
560	On all goods not enumerated, chargeable by weight, the rate will be:—	Ton	0 12 0

No. of Item.	• Description of Goods.	How charged.	Wharfage Fees.
			Rs. a. p.
561	All descriptions of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged ...	Package	0 1 0
562	Provisions and furniture for pic-nic and excursion parties will be allowed to pass free.		
563	Four annas will be levied for each duplicate chappa or receipt issued.		
564	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving will be charged :—

	Rs. a. p.
Cargo boats up to 20 tons, each per month	0 4 0
Do. over 20 tons, and up to 30 tons, each...	0 8 0
Cargo boats over 30 tons, each	1 0 0
Barges up to 60 tons, each	2 0 0
Do. over 60 tons, each	3 0 0
Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each...	100 0 0
Do. do. over 185 feet long do. do.	125 0 0
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	10 0 0
Do. do. over 185 feet long do. do.	15 0 0

2. Coasting vessels other than Steamers excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton. Re. Q-1-Q.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for according to the following scale :—

	Rs.	a.	p.
Vessels up to 20 tons burden per day	0	8	0
Do. over 20 tons and up to 30 tons	0	12	0
Do. over 30 tons and up to 40 tons	1	8	0
Do. over 40 tons	2	0	0

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennerly Island, and to the south of Kalayan Bhiwandi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

“Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwandi, Dharamatar, Mandwa, Oolwa, Panvel Trombay.”

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

	Rs.	a.	p.
Cargo boats and barges from 10 to 25 tons each... .. per day	0	4	0
Do. over 25 and up to 50 tons	0	8	0
Do. over 50 tons	1	0	0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

	Rs.	a.	p.
Barges, each... .. per day	0	8	0
Cargo boats	0	4	0
Muchwas and jolly boats	0	2	0
Hodies	0	1	0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars will be charged :—

	Rs.	a.	p.
Steam launches... .. each per month	3	0	0
Jolly boats, bandar boats, dingees, and muchwas... ..	1	0	0
Cargo boats	1	8	0
Bullows	1	8	0
Hodies	0	8	0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar; and those south of it for oiling and repairing, will be charged :—

	Each	First day.		Each succeeding day.	
		Rs.	a. p.	Rs.	a. p.
Bumboats and jolly boats ...	Each	0	6 0	0	2 0
Tonies...	"	0	3 0	0	1 6
Boats, from 10 to 15 tons ...	"	0	8 0	0	3 0
Do. over 15 to 25 tons ...	"	1	0 0	0	6 0
Do. over 25 to 100 tons ...	"	2	0 0	1	0 0
Do. over 100 tons ...	"	4	0 0	2	0 0

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged :—

	Each	First day.		Each succeeding day.	
		Rs.	a. p.	Rs.	a. p.
Tonies ...	Each	0	1 0	0	0 6
Bumboats and jolly boats ...	"	0	2 0	0	1 0
Boats, from 5 to 15 tons...	"	0	3 0	0	1 6
Do. over 15 and up to 20 tons	"	0	5 0	0	2 0
Do. over 20 and up to 30 tons	"	0	8 0	0	3 0
Do. over 30 and up to 50 tons	"	1	0 0	0	6 0
Do. over 50 and up to 100 tons	"	2	0 0	1	0 0
Do. over 100 tons ...	"	3	0 0	1	8 0

10. Harbour craft and barges getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber lying on the Hards north of the Mazagen Reclamation will be charged :—

		Rs.	a.	p.
Pattimars and cottias, each ...	per mensem	2	0	0
Cargo boats and gulbutts ...	"	1	0	0
Muchwas ...	"	0	8	0
Hodies ...	"	0	4	0
Timber, for first 12 months or part of 12 months ...	per ton	0	4	0
Do. on renewal, for every 12 months or part of 12 months ...	"	0	8	0

13. Vessels lying on the Hards south of Tank Bandar will be charged double the rates in preceding section—

14. Vessels using the slip at Malei Bandar for oiling and repairing will be charged :—

		Rs.	a.	p.
Jolly boats, each ...	per diem	0	8	0
Steam launches, each ...	"	1	0	0
Boats, from 10 to 15 tons each...	"	2	0	0
Do. over 15 to 25 tons each ...	"	3	0	0
Do. over 25 to 100 tons each...	"	4	0	0
Do. over 100 to 150 tons each...	"	5	0	0
Do. over 150 tons each ...	"	6	0	0

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs.	a.	p.
Elephants ... { Hand-crane each		2	0	0
{ Steam-crane „		3	0	0
Horses, included in wharfage.				
Cows and buffaloes each		0	8	0
Calves „		0	4	0
Mules and Donkeys included in wharfage.				
Bale and box goods and other merchandise up to 1½ tons, by hand-crane per ton		0	4	0
Do. do. by steam-crane „		0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane „		0	6	0
Do. do. by steam-crane „		0	8	0
Do. do. above 3 to 6 tons, by hand-crane „		0	8	0
Do. do. above 6 tons „		1	0	0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bandar logs of timber by derrick will be charged per cart-load Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bandars for water will be charged :—

		Rs.	a.	p.
Boats, small each per trip		0	2	0
Cargo boats „		0	4	0
Coasting Vessels of 25 tons and under „		0	8	0
Do. of over 25 and up to 40 tons „		0	12	0
Do. of over 40 tons „		1	0	0
Steam barges „		0	8	0

Vessels that have paid the tonnage fees will be exempted from these charges.

Rents.

18. All goods marked with an asterisk (*) will be allowed to remain free of rent as under. Should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ...	Rs. 30 per 500 sq. ft.
If in sheds, 3 days „	20 „ „
If on Bandars 30 feet behind wharf, 5 days „	15 „ „

19. Goods not marked with an asterisk (*)—

A.—Goods subject to Imperial duty, and duty-free piece-goods and yarn, will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free Goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds, or 30 feet behind the wharf.

C.—Free goods, from free ports, which can be passed on the manifest, will be allowed 3 days if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A, B, and C have expired, extra fees on goods, except Cotton, will be incurred for every 3 days, or part of

3 days, at the rate of Wharfage fee to which the goods may be liable : and in the case of D, the extra fee will be incurred for every 48 hours, or part thereof. For Cotton deposited in the sheds or on the wharf, extra fees will be levied at the rate of one wharfage fee for every day in excess of the free time.

Charges for Scales.

	Rs. a. p.
20. Scales for weighment of goods, when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day ...	0 8 0
When placed on any other part of the Bandar, the charge will be per scale per day	0 6 0
Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental. No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.	
21. Goods, excepting wet dates and jaggery, when repacked on the Bandars, will be charged, per package	0 0 6
Do. wet dates and jaggery, per package	0 0 3
22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—	
1.—For goods not liable to Imperial duty	{ Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.
2.—For goods liable to Imperial duty	{ Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.
23. Warehouse, shed, and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.	

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the relanding, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

27. Work at nights, on Sundays, and on the general public holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day, will be permitted on the Port Trust Bandars, with

Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

the Traffic Manager's consent, on payments of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise	10	0	0

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

30. Goods landed and shipped at the Chaupati, Mahim and Warli Bandars, and at the Bandars north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.
	Rs. a p.
Up to $\frac{1}{2}$ of a ton	0 6 0
Over $\frac{1}{2}$ and not exceeding 8 tons... ..	0 10 0
„ 8 „ 100 „	1 6 0

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate, other than the Prince's Dock Sidings, the following charges will be levied :—

- For Salt loaded or unloaded, 3 annas per ton.
- „ Coal do. 2 do.
- „ Firewood, Charcoal, and Timber, Rs. $1\frac{1}{2}$ per loaded wagon.
- „ Cattle, Rs. $1\frac{1}{2}$ per wagon.
- „ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
- „ All other goods, 4 annas per ton.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

By Order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Civil Pension Code.

- I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.
- II. Those appointed by the late Harbour Board.
- III. Those taken over by Government from the late Elphinstone Company.
- IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.
- V. Those taken over from Government with the Apollo Bonded Warehouses.
- VI. Those appointed by the Trustees.
- VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Civil Pension Code.

These rules shall not be held to apply to labourers, artisans, &c., paid by daily wages and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust other than Pilots who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V. as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Code.

3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government, provided that Government undertakes to pay a share of the pension proportionate to the period during which the officer pensioned served Government prior to the establishment of the Trust in 1873 in any department not paid from Port Funds.

4. Should Government decline this condition, then, except in the case of officers and servants specially provided for in Section 22 of the Bombay Port Trust Act 1879, and except as hereinafter provided, service shall be reckoned from the first establishment of the Port Trust in 1873. Should any superior servant desire to count the time served under Government prior to 26th June 1873 upon any property or in connection with any fund vested in the Bombay Port Trust on that date, he may do so on condition that a deduction is made

in the amount of his pension proportionate to the time served prior to 26th June 1873.

5. For all superior * permanent servants of the Trust appointed under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII. as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

6. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

7. Superior permanent + servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust,

* TRUSTEES' RESOLUTION No. 15, dated 3rd January, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules. Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION No. 16, dated 3rd January, 1884.

Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock Carpenters asking permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

+ TRUSTEES' RESOLUTION No. 215, dated 8th April, 1884.

Read Memo. from Engineer, dated 15th December, submitting petition of five Time-keepers for permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

The Chairman recommends that the following should be considered as belonging to the permanent staff, to whom the Provident Fund Rules should apply :—

1. Time-keeper, Hydraulic Engine House.
2. Do. Workshops.
3. Check Clerk, General Works.
4. Time-keeper, General Works.

But that the appointment of Assistant Time-keeper, Workshops, cannot be considered sufficiently permanent to entitle him to join the Fund.

Resolution 215.—The recommendation of the Establishment Committee is approved of.

TRUSTEES' RESOLUTION No. 323, dated 5th June, 1884.

Read letter from the Engineer, dated 19th May, forwarding application from Pestonjee Pallonjee, Time-keeper on board the dredger "Teredo," for permission to join the Provident Fund.

Read report by Assistant Secretary, dated 23rd May.

Read Memo. by Engineer, dated 28th May.

Read Minutes of members of Establishment Committee.

Resolution 323.—Mr. Pestonjee Pallonjee may be allowed to join the Provident Fund.

shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

- (a) That they must elect within six months whether they will join the fund or not.
- (b) That their subscriptions for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.
- (c) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

8. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

9. Superior permanent servants included in Classes III., IV., and V. shall also be allowed the option of joining the Provident Fund on the foregoing conditions. Provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV. and V. shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions* of subscribers other than Harbour Masters and

* TRUSTEES' RESOLUTION No. 14, dated 3rd January, 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may on appointment to a superior grade join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August, 1876.

Senior Pilots (now Harbour Masters) at the rate of	Rs. 400 a month.
1st Grade Pilots	300 "
2nd "	250 "
3rd "	200 "
Probationers, Rs. 80 to 28th February 1875, thereafter...	100 "

From 1st September 1876 till 31st December, 1879.

Master Pilots (now Harbour Masters) at the rate of	Rs. 450 a month.
1st Grade Pilots	330 "
2nd "	270 "
3rd "	225 "
Probationers	100 "

From 1st January, 1880.

Harbour Masters at the rate of	Rs. 475 a month.
1st Grade Pilots	400 "
2nd "	330 "
3rd "	265 "
Probationers.....	100 "

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March ‡

* TRUSTEES' RESOLUTION No. 167, dated 13th March, 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† TRUSTEES' RESOLUTION No. 376, dated 3rd July 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employes of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

‡ TRUSTEES' RESOLUTION No. 324, dated 5th June 1884.

Read Minutes of members of Establishment Committee deciding on a reference made by the Secretary, dated 16th May, that for those employes who ceased to belong to the Provident Fund before 31st March 1884, the Trust need make no contribution for 1883-84, but that for those who left after 31st March 1884, such contribution must be made for 1883-84, and treated as a forfeiture in 1884-85.

The Committee also recommend that the following addition be made to Rule 12:—"except in the case of death when the Trust's contribution shall be made on that of the subscriber up to the time of death."

Resolution 324.—The recommendations of the Establishment Committee are approved and should be acted upon.

except in the case of death when the Trust contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at 4 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscriber's control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

27. The peons and other inferior servants in the Trustees' service should be admitted to the benefits of the pension rules lately adopted by Government to take the place of those referred to in Section 113 of the Civil Pension Code and published at page 822 of the *Government Gazette* for 1887; that the gratuity for not less than 5 but less than 10 years' service should stand as under Section 121 of the Civil Pension Code at 3 months' pay; and that the retiring pension after a service of 30 years should stand as provided for under Section 116 of the Civil Pension Code.

28. That no alteration should be made in the existing leave rules and that Nos. 27 and 28 of the Pension and Provident Fund rules should now be omitted.—Trustees' Resolution No. 277, dated 15th May 1888.

29. Service for pension or gratuity according to the scale applicable to inferior servants shall count from date of appointment or from 1873, whichever is more recent, except in the case of inferior servants appointed by Government before 1873 and paid from the "Bombay Port Fund," whose service shall count from date of appointment.

30. These Rules shall be held to have come into operation on 8th May 1883, and the decision of the Trustees on all questions arising out of them shall be final.

* See note on Section 11 on page 628 regarding the promotion of an officer from inferior to superior service.

BOMBAY PORT TRUST.

RULES ADOPTED BY THE TRUSTEES FOR THE REGISTRATION OF DEBENTURES.

1. Holders of Port Trust debentures desiring to have the same registered shall lodge such debentures in the office of the Trustees with a written request addressed to the Trustees to register the same.
2. The fee payable to the Trustees for registering a debenture shall be Five Rupees.
3. By registering a Port Trust debenture the Trustees do not guarantee that the holder of it when presented for registration and registered had a good title to such debenture.
4. The holder of a registered Port Trust debenture desiring to transfer the same shall lodge such debenture in the office of the Trustees, together with an instrument of transfer signed by such holder or his properly constituted attorney duly stamped, transferring such debenture into the name of the proposed transferee thereof. Such instrument shall also be signed by the proposed transferee.
5. The instrument of transfer of a registered Port Trust debenture shall be in the following form :—

BOMBAY PORT TRUST.

I, A B of _____ in consideration of the sum of Rs. _____ paid to me by C D of _____ do hereby transfer to the said C D Debenture for Rs. _____ No. _____ of the Loan of _____ registered in my name in the books of the Trustees of the Port of Bombay to hold the same subject to the conditions thereof, and I the said C D hereby agree to take the said debenture, subject to the conditions thereof.

As Witness our hands this _____ day of _____
Witness.

6. All instruments of transfer which shall be registered will be retained by the Trustees.
7. A fee of One Rupee will be charged for the registration of each transfer, and must be paid before the registration of the transfer.
8. When a Port Trust debenture has been registered, it will only be payable to the registered holder of such debenture or his properly constituted attorney, or in case of his death to his executors or administrators.
9. When a Port Trust debenture has been registered, the interest coupons attached to such debenture will be payable to the bearer of them in the same manner as if such debenture had not been registered.
10. The registered holder of a Port Trust debenture desirous of removing the same from the register of the Trustees shall be at liberty

to do so, and shall for that purpose lodge such debenture in the office of the Trustees with a written request signed by him or his attorney and addressed to the Trustees to remove such debenture from the register.

11. A fee of Five Rupees will be charged for removing a debenture from the register and must be paid before such removal takes place.

12. The Trustees upon the receipt of a request to remove a Port Trust debenture from the register will stamp beneath the name of the last registered holder on the back of the debenture the word "unregistered" and will cause such stamp to be authenticated with the signature of the Chairman of the Trustees, and thereupon such debenture shall cease to be a registered debenture and shall be payable to bearer and transferable in the same manner as if such debenture had not been registered.

Debentures thus removed from the register can be again registered, and when again registered can be dealt with in the same manner as debentures which have not been before registered.

By order of the Trustees,

G. MANSON, Secretary.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 5th January.	Week ending 12th January.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 5d.	1s. 5d.
" " Sight	1s. 5 1/32d.	1s. 5 1/32d.
" " 3 m'ths "	1s. 5 3/32d.	1s. 5 3/32d.
" " 4 " "	1s. 5 1/2d.	1s. 5 1/2d.
" " 6 " "	1s. 5 7/32d.	1s. 5 7/32d.
First-class Credits...	1s. 5 3/16d.	1s. 5 7/32d.
" " 6 " "	1s. 5 11/32d.	1s. 5 11/32d.
Documents ... 3 " "	1s. 5 7/32d.	1s. 5 1/2d.
" " 6 " "	1s. 5 1/2d.	1s. 5 1/2d.
Paris Francs Mercan-		
tile Bills... 3 " "	1-81 1/2	1-82
" " 6 " "	1-83	1-83 1/2
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'ile Bills, 60 days' Sight	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-9-6	Rs. 22-9-6
Sovereigns ... " "	14-5-6	14-4-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills ...	4 per cent.	4 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	4 " "	4 " "
Rate of Discount in the open		
Market on Govt. Securities ...	3 " "	3 " "
Money Market ...	Steady.	Steady.
GOVERNMENT SECURITIES.		
Four per cents. ...	Rs. 97 9/16	Rs. 98 1/2
Four-and-a-half per cents. ...	103 1/2	105
IMPORTS.		
PIECE GOODS—	Market.	Quiet, but Steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	{ Little doing, prices rather
8 1/2 lbs " " " " " "	3-2 to 4-14	easier.
3 lbs. 30-32 in. Madapollams, " "	1-5 to 1-9	Rs. 2-10 to 3-12
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	" 3-2 to 4-13-6
No. 30s Water " " " "	8 to 8 1/2	" 1-5 to 1-9
Copper Braziers, (in bundles) (per cwt.)	{ Rs. 50 ready;	As. 8 1/2 to 9 1/2
Yellow Metal, (in cases) " "	{ " 51 to arrive.	" 8 to 8 1/2
Welsh Bar Iron, (per candy of	{ " 41 ready;	{ Rs. 50 ready;
746 1/2 lbs.)	{ " 42 to arrive.	{ " 51 to arrive.
Staffordshire Bar Iron, " " "	Rs. 29 to 30	{ " 40 ready;
Swedish Bar Iron, " " "	31	{ " 41 to arrive.
Davison's West Hartley Coal,	42 to 43	Rs. 29 to 30
(per ton) alongside,	{ Rs. 21 1/2 ready;	" 31
Welsh Hartley Coal, (per ton) "	{ " 20 (forward)	" 42 to 43
Cardiff Coal, " "	Nil.	" 22 (ready.)
	Rs. 22 1/2 ready; 20 1/2 fwd.	" 20 1/2 (forward.)
		Nil.
		Rs. 22 ready; 21 forward
EXPORTS.		
COTTON—	Market.	Firm.
Broach, ... Fine...	Rs. 242 March.	Steady.
Do. ... F.G. ...	Rs. 236 March.	Rss. 238 March.
Do. ... Good. ...	Rs. 231 to 232 March.	Rs. 231 to 232 March.
Hingunghat, ... Good. ...	Rs. 231 to 232 March.	Rs. 231 to 232 March.
Do. ... F.G. ...	Rs. 231 to 232 March.	Rs. 231 to 232 March.

mittee of the Chamber of Commerce during the Year 1888.

QUOTATIONS.	Week ending 5th January.	Week ending 12th January.
EXPORTS—contd.		
COTTON— [per candy.]		
Oomrawuttees, Good staple, Fine.	Rs. 216 Ready	Rs. 216 Ready
" " F.G....	" 209 to 210 "	" 208 to 210 "
" " F.G.F. ....	.....	.....
Khandeish, ... Fine...	Rs. 205 Ready	Rs. 206 to 207 Ready
" " F.G....	" 198 to 199 "	" 198 to 200 "
" " F.G.F. ....	.....	.....
Belatee, ... Fine...	Nominal.	Nominal
" " F.G....	.....	.....
" " Good..	.....	.....
Dholera, ... Fine...	Rs. 218 to 219 Mar.-Apl.	Rs. 215 Apl.
" " F.G....	" 207 to 208 Apl.-May	" 204 to 205 Apl.-May
" " Good..	" 198 to 199 "	" 196 to 197 "
" " F.G.F. ....	.....	.....
Bengals, ... Fine...	Rs. 175 Ready	" 177 Ready
" " F.G....	" 165 "	" 167 "
" " Good..	" 158 "	" 160 "
" " F.G.F. ....	.....	.....
Dharwar (S.G.), ... Good..	Rs. 207 May	" 204 to 205 Apl.-May
" " F.G.F. ....	.....	.....
Westerns, ... Good...	" 189 May-June	Rs. 188 to 190 Apl.-May
" " F.G.F.	(Ready)	(Ready).
Gingolly Seed, White (per cwt.)...	Rs. 7-12 to 8-0	Rs. 7-14 to 8-0
Mixed " " ..	" 7 to 7-6	" 7-4 to 7-8
Linseed, Bold " " ..	" 6-5 to 6-7	" 6-4 to 6-6
Small Seed " " ..	" 6-4-6	" 6-4
Rapeseed, Guzerat Yellow " " ..	" 6-12 to 6-13	" 6-10 to 6-12
Red Cawnpore " " ..	" 5-14 to 6	" 5-14 to 5-15
Poppy Seed " " ..	" 7-8	" 7-8
Groundnuts (per candy)...	" 26-12	" 26-8 to 26-12
Wheat, White Pessy (per cwt.)...	" 4-3 to 4-10	" 4-7 to 4-9
" Khabri Pessy " " ..	" 4-6 to 4-7	" 4-6
Ahmedabad (Soft Red) " " ..	.....	Nominal
Laskari " " ..	Rs. 4-3 to 4-4	Rs. 4-3 to 4-4
Hard Yellow " " ..	" 4-7 to 4-9	" 4-7 to 4-8
Khandwa " " ..	" 4-12	" 4-11 to 4-13
Delhi No. 1 White Pessy, " " ..	.....	.....
" Red " " ..	.....	.....
Hard Rad Khatha " " ..	Rs. 4-0	Rs. 3-15 to 4-0
Nagpore Khathi " " ..	" 3-15	" 3-14
Opium, (Malwa) per chest, Old ..	Rs. 1,220	" 1,225
" New " " ..	" 1,175	" 1,185
FREIGHTS.	(Ready)	(Ready)
Liverpool-Cotton, via Cape, per ton 50 feet Nil.		Nil.
" " Suez Canal, per ton 40 feet.	£0-18-9	£0-17-6
" Seeds and Wheat ...	£0-15-0	£0-15-0
London-M'ment cargo, P. & O. Co. ...	£0-18-9 to 1-5-0	£0-17-6 to 1-15
" Seeds & Wheat ...	£0-15-0	£0-15-0
" M'ment cargo, Via Canal...	£0-17-6 to 1-2-6	£0-17-6 to 1-5
" Seeds and Wheat ...	£0-15-0	£0-15-0
Havre-M'ment cargo " " ..	.....	£0-18-9
" Seeds and Wheat " " ..	.....	£0-16-3
Antwerp-M'ment cargo " " ..	£0-18-9	£0-17-6
" Seeds and Wheat " " ..	£0-15-0	£0-16-3
Hull " " ..	£0-15-0	£0-15-6
Dunkirk " " ..	£0-15-0	£0-15-6
Trieste & Venice-M'ment cargo,,	£1-7-6 at 2s. Ex.	£1-4 at 2s. Ex.
" Seeds & Wheat ,,	£1-5-0 at 2s. Ex.	£1-2 at 2s. Ex.
Marseilles and Genoa-M'ment cargo Via Canal.	£0-17-6	£0-17-6
" Seeds & Wheat ,,	£0-15-0	£0-15-0
China, Steamer " " " " ..	Rs. 10 to 12	Rs. 10 to 12
Australia " " " " ..	" 25	" 25

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 19th January.	Week ending 26th January.
EXPORTS—<i>c ont'd.</i>		
COTTON— [per candy]		
Oomrawuttee, Good staple, Fine	Rs. 217 to 219 Ready	Rs. 225 to 227 Ready Nl.
" " F.G....	" 212 to 214 "	" 218 to 221 "
" " Good....	" " " "	" 212 to 215 "
" " F.G.F....	" " " "	" 205 to 208 "
Khandeish, ... Fine....	" " " "	" " " "
" " " " F.G....	" 206 to 208 "	Rs. 210 "
" " " " Good....	" 197 to 199 "	" 204 "
" " " " F.G.F....	" " " "	" " " "
Belatee, ... Fine....	" " " "	Rs. 207 }
" " " " F.G....	" " " "	" 200 } Noml. Ready
" " " " Good....	" " " "	" 195 }
Dhollera, ... Fine....	" 215 to 216 Mar.-Apl.	" 223 to 225 Ready
" " " " F.G....	" 205 to 206 Apl.-May	" 215 to 216 "
" " " " Good....	" 197 to 198 "	" 200 Apl., 199 May
" " " " F.G.F....	" " " "	" " " "
Bengals, ... Fine....	" 180 Ready	Rs. 180 Ready
" " " " F.G....	" 170 "	" 172 to 174 "
" " " " Good....	" 164 to 165 "	" 169 to 170 "
" " " " F.G.F....	" " " "	" " " "
Dharwar, (S.G.), ... Good....	" 206 April-May	Rs. 207 April-May
" " " " F.G.F....	" " " "	" 200 " Nl.
Westerns, Good.. ...	Rs. 189 May-June	Rs. 191 May; 189 to 190 June
" F.G.F....	" " " "	" 185 " 1-3 to 184 " Nl.
	(Ready)	
Gingelly Seed, White (per cwt.)...	Rs. 7-12 to 8-0	Rs. 7-13-3 Ready
" Mixed " " "	" 7 to 7-8	" 7-3 "
Linseed, Bold " " "	" 6-4 to 6-6	" 6-1-6 to 6-5 "
" Small Seed " " "	" 6-3-6	" 6-3-6 "
Rapeseed, Guzerat Yellow " " "	" 6-10	" 6-5 Forward "
" Red Cawnpore " " "	" 5-13 to 5-14	" 5-11-9 Ready
Poppy Seed " " "	" 7-8	" 6-7-6 Forward
Groundnuts (per candy)...	" 25-8 to 28	" 5-1 Ready
Wheat, White Pessy (per cwt.)...	" 4-7 to 4-8	" 4-8-6 "
" Khabri Pessy " " "	" 4-5 to 4-6	" " " "
" Ahmedabad (Soft Red), " " "	" Nominal	Rs. 4-2-6 Forward
" Laskari " " "	Rs. 4-3 to 4-4	" 4-3 to 4-4 Ready
" Hard Yellow " " "	" 4-7 to 4-8 "	" 4-5 "
" Khandwa " " "	" 4-10 to 4-13	" 4-11-6 "
" Delhi No. 1 White Pessy, " " "	" Nominal.	" 4-6 Forward
" Red " " "	" " " "	" " " "
" Hard Red Khatha " " "	Rs. 3-14 to 3-15	" 4 Ready
" Nagpore Khathi " " "	" 3-14	" 4-1 Forward
Opium, (Malwa) per chest, Old " " "	" 1,210	" 1,235
" New " " "	" 1,200	" 1,200
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton	50 feet Nil.	Nil.
" " " Suez Canal,	per ton 40 feet) £0-17-6	£1-0-0
" Seeds & Wheat.. " " "	" £0-16-3	£0-17-6
London—M'ment cargo, P.&O. Co. " " "	" £0-16-3 to £1-5	£0-17-6 to £1-5
" Seeds & Wheat do. " " "	" £0-17-6	£0-17-6
" M'ment cargo, Via Canal.. " " "	" " " "	£0-18-9
" Seeds and Wheat " " "	" " " "	£0-17-6
Havre—M'ment cargo " " "	" £1-0-0	£1-0-0
" Seeds and Wheat " " "	" £0-18-9	£0-18-9
Antwerp—M'ment cargo " " "	" £0-18-9	£1-0-0
" Seeds and Wheat " " "	" £0-17-6	£0-17-6
Hull " " "	" £0-16	£0-16-3
Dunkirk " " "	" " " "	£0-18-9
Trieste & Venice—M't. cargo, " " "	" £1-7-6 at 2s. Ex.	£1-7-6 at 2s. Ex.
" Seeds & Wheat, " " "	" £1-6-3 at 2s. Ex.	£1-6-3 at 2s. Ex.
Marseillies and Genoa—M't. cargo	Via Canal. £0-18-9	£0-18-9
" Seeds & Wheat " " "	" £0-17-6	£0-17-6
China, Steamer.. " " "	Rs. 10 to 12	Rs. 10 to 12
Australia " " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 2nd February.	Week ending 9th February.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4½d.	1s. 4 15/16d.
" " Sight	1s. 4 29/32d.	1s. 4 31/32d.
" " 3 m'ths	1s. 4 15/16d.	1s. 5d.
" " 4 " "	1s. 4 31/32d.	1s. 5 1/32d.
" " 6 " "	1s. 5 1/16d.	1s. 5 3/32d.
First-class Credits 3 " "	1s. 5 1/16d.	1s. 5 3/32d.
" " 6 " "	1s. 5 3/16d.	1s. 5 3/16d.
Documents ... 3 " "	1s. 5 3/32d.	1s. 5½d.
" " 6 " "	1s. 5 7/32d.	1s. 5 7/32d.
Paris Francs Mercan-		
tile Bills 3 " "	1-79½	1-80½
" " 6 " "	1-81	1-81½
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'ile Bills, 60 days' Sight	219	219½
English Bar Gold, 100 touch (per tola)	Rs. 22-12-0	Rs. 22-10
Sovereigns	" 14-2-0	" 14-3-9
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	6 per cent.	8 per cent.
" of Interest on Demand Loans on Govt. Securities	6 "	7 "
Rate of Discount in the open Market on Govt. Securities ...	4 "	7 "
Money Market	Steady.	Firm
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98½	Rs. 97 7/16
Four-and-a-half per cents. ...	" 104½ Nominal	" 103½ to 104 Noml.
IMPORTS.		
PIECE GOODS—	Market	{ Very quiet, but fairly steady.
7 lbs. 37-39 in. Grey Shirtings (per piece)	Rs. 2-10 to 3-12	Quiet, but steady
8½ lbs. " " "	" 3-2 to 4-13-6	Rs. 2-10 to 3-12
3 lbs. 30-32 in. Madapollams " "	" 1-5 to 1-9	" 3-2 to 4-14
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	" 1-5 to 1-9
No. 30s Water " " "	" 8½ to 8½	As. 8½ to 9½
Copper Braziers, (in b'dles.) (per cwt.)	{ Rs. 45 ready; 45½ to arrive.	" 8½ to 8½
Yellow Metal, (in cases) " "	{ Rs. 36 to 37 ready; 36 to arrive.	{ Rs. 47 ready; 47½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	{ Rs. 37 to 37½ ready; 37 to 37½ to arrive.
Staffordshire Bar Iron, " "	" 30 to 31	Rs. 29 to 29
Swedish Bar Iron, " "	" 42 to 43	" 30 to 31
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 19½ ready; " 19 forward	" 42 to 43
Welsh Hartley Coal, (per ton) "	Nil	{ Rs. 19½ ready; " 18 to 19 forward.
Cardiff Coal, (") "	Rs. 20 rdy; 19½ forw'd.	Nil
EXPORTS.		
COTTON—	Market.	Steady.
Broach, ... per candy.	Steady.	Steady.
Do. ... Fine...	Rs. 239 March	Rs. 239 to 240 Feb.-Mar.
Do. ... F.G....	" 236 "	" 238 to 234 "
Do. ... Good ..	" 232 "	" 228 to 229 "
Hingunghat, ... Good ..	" 247 Nominal ready.	" 246 Noml., ready
" ... F.G....	.....	" 250 " "

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 2nd February.	Week ending 9th February.
EXPORTS—<i>contd.</i>		
COTTON— [per.candy.]		
Oomrawnttee, Good Staple, Fine		Nominal
" " F.G....	Rs. 218 to 221 Ready	Rs. 218 to 220 Ready
" " Good...	" 212 to 215 "	" 212 to 214 "
" " F.G.F....	.....	.....
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 208 to 210 "	Rs. 207 to 208 Ready
" " Good...	" 200 to 203 "	" 200 to 201 "
" " F.G.F....	.....	.....
Belatee, ... Fine...	Rs. 204 }	Rs. 203 }
" " F.G....	" 199 } Noml. "	" 198 }
" " Good...	" 194 }	" 193 }
Dhollera, ... Fine...	Rs. 218 Mar.-Apl., 217 May	" 220 Mar.; 216 Apl.-May
" " F.G....	" 213 Ready	" 212 " 207 "
" " Good...	" 205 "	" 198 to 199 "
" " F.G.F....	.....	.....
Bengals; ... Fine...	Rs. 179 to 180 Ready	Rs. 180 Ready
" " F.G....	" 174 to 175 "	" 174 to 175 "
" " Good...	" 169 to 170 "	" 170 "
" " F.G.F....	.....	.....
Dharwar (S. G.), ... Good...	Rs. 206 Apl.-May	Rs. 206 Apl.-May
" " F.G.F....	.....	.....
Westerns, Good...	Rs. 190 to 191 May	Rs. 192 May; Rs. 190 June.
" " F.G.F....	" 188 to 189 June	.....
Gingelly Seed, White (per cwt.)	Rs. 7-11-9 Ready	Rs. 8-3-6 Ready
" Mixed " "	" 7-0-9 "	" 7-0-9 "
Linseed, Bold " "	" 6-1-6 "	" 6-4 "
" Small Seed " "	" 6-3-9 "	" 6-3-6 "
Rapeseed, Guzerat Yellow " "	" 6-5 Forward	" 6-4 Forward
" Red Cawnpore " "	" 5-15 Ready	" 5-3-6 "
Poppy Seed " "	" 6-9 Forward Nl.	" 6-9 "
Groundnuts " "	" 5-2-6 Ready	" 5-3-6 "
Wheat, White Pessy " "	" 4-7 "	" 4-6-3 Ready
" Khabri Pessy " "	.....	" 4-5-6 "
" Ahmedabad (Soft Red), " "	Rs. 4-2 Forward	" 4-2 Forward
" Laskari " "	.....	" 4-2 Ready
" Hard Yellow " "	Rs. 4-5-6 Forward	" 4-4-6 "
" Khandwa " "	.....	.....
" Delhi No. 1 White Pessy, " "	Rs. 4-6 Forward	Rs. 4-5-6 Forward
" Red " "	" 4-2 "	.....
" Hard Red Khatha " "	" 4 "	Rs. 4-0-6 Ready
" Nagpore Khathi " "	" 4 "	" 3-12-6 "
Opium, (Malwa) per chest. Old " "	" 1,320 "	" 1,300 "
" " New " "	" 1,263 "	" 1,250 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton	Nil.	Nil.
" " " Suez Canal	.....	.....
" " " per ton 40 feet.	£1-0-0	£1-0-0
" " Seed and Wheat " "	£0-18-9	£0-17-6
London—M'tent cargo, P. & O. Co. " "	£0-18-9 to £1-5	£0-18-9 to £1-5
" " Seeds & Wheat do. " "	£0-16-3 to £0-17-6	£0-15
" " M'tent cargo, Via Canal.. " "	£1 to £1-5	.....
" " Seeds and Wheat " "	£0-17-9	.....
Havre—M'tent cargo " "	£1-0-0	£1-0-0
" " Seeds and Wheat " "	£0-17-6	£0-17-6
Antwerp—M'tent cargo " "	£0-18-9	£0-18-9
" " Seeds and Wheat " "	£0-17-6	£0-17-6
Hull " "	£0-16-3	£0-17-6
Dunkirk " "	£0-17-0	£0-15-0
Trieste & Venice—M't. cargo, " "	£1-5 at 2s. Ex.	£1 at 2s. Ex.
" " Seeds & Wheat, " "	£1-3-9 at 2s. Ex.	£0-18-9 at 2s. Ex.
Mar. eilles and Genoa—M't. cargo	.....	.....
" " Via Canal.. " "	£0-18-9	£0-18-9
" " Seeds & Wheat, " "	£0-18-0	£0-17-6
China, Steamer " "	Rs. 10 to 12	Rs. 10 to 12
Australia " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 16th February.	Week ending 23rd February.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer ...	1s. 4 27/32d.	1s. 4 29/32d.
Sight	1s. 4 1/4d.	1s. 4 29/32d.
" " 3 m'ths	1s. 4 15/16d.	1s. 4 31/32d.
" " 4 "	1s. 4 31/32d.	1s. 5d.
" " 6 "	1s. 5 1/32d.	1s. 5 1/16d.
First-class Credits	1s. 5d.	1s. 5 1/16d.
" " 6 "	1s. 5 5/32d.	1s. 5 3/16d.
Documents	1s. 5 1/32d.	1s. 5 3/32d.
" " 6 "	1s. 5 3/16d.	1s. 5 7/32d.
Paris Francs Mercan-		
tile Bills 3 "	1-79 1/4	1-80
" " 6 "	1-80 1/4	1-81 1/2
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/16
On China Mer'ile Bills, 60 days' Sight.	218 1/4	218 1/4
English Bar Gold, 100 touch (per tola)	Rs. 22-11-6	Rs. 22-10-9
Sovereigns	" 14-4	" 14-3-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills	8 1/2 per cent.	8 1/2 per cent.
" of Interest on Demand	"	"
Loans on Govt. Securities.	7	7
Rate of Discount in the open Market on Govt. Securities ...	6	6
Money Market	Firm.	Quiet.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 97 1/4	Rs. 97 1/4
Four-and-a-half per cents. ...	" 103 1/2	" 103 1/2 Nominal.
IMPORTS.		
PIECE GOODS—	Market	Very quiet, but steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	{ Fair enquiry at steady prices.
8 1/4 lbs. " " "	" 3-2 to 4-14	Rs. 2-10 to 3-12
3 lbs. 30-32 in. Madapollams " "	" 1-5 to 1-9	" 3-2 to 4-14
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/4	" 1-5 to 1-9
No. 30s Water " " "	" 8 to 8 1/2	As. 8 1/2 to 9 1/4
Copper Braziers, (in bundles) (per cwt.)	Rs. 47 1/2 ready; 48 to arrive.	" 8 to 8 1/2
Yellow Metal, (in cases) " "	" 36 ready; 36 1/2 to arrive.	Rs. 48 ready; 48 1/2 to arrive
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	" 28 to 29	" 36 1/2 ready; 37 to arrive.
Staffordshire Bar Iron, " "	" 30 to 31	" 28 to 29
Svedish Bar Iron, " "	" 42 to 43	" 30 to 31
Davison's West Hartley Coal, (per ton) alongside.	" 19 1/4 ready	" 42 to 43
Welsh Hartley Coal, (per ton) "	" 18 3/4 "	{ Rs. 19 1/2 ready;
Cardiff Coal, " "	" 20 1/4 "	" 19 to 20 forward
		Rs. 19 rdy.; 18 to 19 fwd.
		" 21 rdy.; 20 to 21 fwd.
EXPORTS.		
COTTON—	Market.	Steady.
per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 239 to 241 Feb.-Mar.	Rs. 245 ready
Do. F.G....	" 235 Feb.-Mar.	" 240
Do. Good..	" 230 " "	" 230 Feb.-March.
Hingunghat, ... Good..	No supply.	No stock
" F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 16th February.	Week ending 23rd February.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	No supply	No supplies, nominal
" " F.G....	Rs. 220 to 221 Ready	Rs. 220 Ready
" " Good..	" 214 "	" 212 "
" " F.G.F.	" 207 to 208 "	" 202 "
Khandeish, ... Fine...	..... "	.....
" " F.G....	Rs. 213 "	Rs. 210 to 211 Ready
" " Good..	" 205 "	" 205 "
" " F.G.F.	" 200 "	.....
Belatee, ... Fine...	" 205 }	Rs. 204 Ready
" " F.G....	" 200 } Nominal rdy.	" 200 "
" " Good..	" 195 }	" 194 to 195 Ready
Dhollera, ... Fine...	" 222 Ready	" 222 "
" " F.G....	" 211 "	" 213 "
" " Good..	" 199 to 200 Apl.-May	" 204 "
" " F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 181 to 182 Ready	Rs. 185 Ready
" " F.G....	" 177 "	" 180 "
" " Good..	" 174 "	" 175 "
" " F.G.F.	.....	.....
Dharwar, (S. G.), ... Good..	207 May	Rs. 210 Apl.-May
" " F.G.F.	.....	.....
Westerns, .. Good..	Rs. 192 May	Rs. 190 to 191 May-June
" " F.G.F.	" 190 June	" 185 May-June, Noml.
Gingelly Seed, White (per cwt.)	Rs. 8.1 Ready	.....
Linseed, Bold Mixed " "	" 7.1 "	.....
" " Small Seed " "	" 6.1 "	Rs. 5.14-3 Ready
Rapeseed, Guzerat Yellow " "	" 6.0 "	" 5.13-9 "
" " Red Cawnpore " "	" 6.3 Forward	" 6.1 "
Poppo Seed " "	" 5.2-6 "	" 5.0-6 "
Groundnuts " "	" 6.9-6 "	" 6.9 "
Wheat, White Pessy " "	" 5.5-3 Ready	" 5.4-6 "
" " Khabri Pessy " "	" 4.6 Forward	" 4.5 Apl.-May
" " Ahmedabad (Soft Red), " "	" 4.5 Ready	.....
" " Laskari " "	" 4.2 Forward	Rs. 4.2 Apl.-May
" " Hard Yellow " "	" 4.3 Ready	" 4.3 "
" " Khandwa " "	" 4.4-6 " "	" 4.6 Ready
" " Delhi No. 1 White Pessy, " "	Rs. 4.5-6 Forward	Rs. 4.5 Ready
" " Red " "	.....	.....
" " Hard Red Khatha " "	Rs. 4.1 Ready	Rs. 4.0 Ready
" " Nagpore Khathi " "	" 3.12 "	" 3.14 "
Opium, (Malwa) per chest, Old " "	" 1,250 "	" 1,275 "
" " New " "	" 1,250 "	" 1,225 "
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton	(Ready)	(Ready)
" " " " " 50 feet.	Nil.	Nil.
" " " " " Suez Canal.	Nil.	Nil.
" " " " " per ton 40 feet.	£0-18-9	£0-18-9
Seeds and Wheat " "	£0-16-3 to £0-17-6	£0-17-6
London—M'ment cargo, P.&O. Co.,	£1 to £1-5	£1 to £1-5
" " " " " do. " "	£0-17-6	£0-17-6
" " " " " Via Canal..	£0-18-9 to £1-5	£0-18-9 to £1-5
" " " " " " " "	£0-17-6	£0-17-6
Havre—M'ment cargo " "	£0-18-9	£1-0
" " " " " " " "	£0-18-9	£0-18-0
Antwerp—M'ment cargo " "	£0-18-9	£0-18-9
" " " " " " " "	£0-17-6	£0-18-0
Hull " " " " " " " "	£0-17-6	£0-18-0
Dunkirk " " " " " " " "	£0-18-0	£0-18-9
Trieste & Venice—M't. cargo, " "	£1-5-3 at 2s. Ex.	£1-2-6 at 2s. Ex.
" " " " " " " "	1-5 at 2s. Ex.	£1-2-6 at 2s. Ex.
Marseillies and Genoa—M't. cargo	£0-18-9	£0-18-9
" " " " " Via Canal.	£0-17-6	£0-18-0
" " and Seeds & Wheat, " "	Rs. 10 to 12	Rs. 10 to 12
China, Steamer.. " "	" 25	" 25
Australia " " " " " " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 1st March.	Week ending 8th March.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4 25/32d.	1s. 4 21/32d. to 11/16d.
Sight	1s. 4 25/32d.	1s. 4 11/16d.
" " 3 m'ths "	1s. 4 27/32d.	1s. 4 25/32d.
" " 4 " "	1s. 4 4d.	1s. 4 13/16d.
" " 6 " "	1s. 4 15/16d.	1s. 4 4d.
First-class Credits ... 3 " "	1s. 4 15/16d.	1s. 4 4d.
" " 6 " "	1s. 5 3/32d.	1s. 5d.
Documents... 3 " "	1s. 4 31/32d.	1s. 4 29/32d.
" 6 " "	1s. 5 1/32d.	1s. 5 1/32d.
Paris Francs Mercan-		
tile Bills ... 3 " "	1.79	1.78
" ... 6 " "	1.80 1/2	1.79 1/2
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/32d.
On China Mer'tile Bills, 60 days' Sight.	218	218
English Bar Gold, 100 touch (per tola)	Rs. 22-13-6	Rs. 22-13-6
Sovereigns	" 14-4	" 14-5-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	8 1/2 per cent.	8 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	7 "	7 "
Rate of Discount in the open Market on Govt. Securities ...	5 "	3 1/2 to 4 "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97 1/2	Rs. 98 1/16
Four-and-a-half per cents. ...	" 103 1/2	" 103 1/2
IMPORTS.		
PIECE GOODS—	Market	{ Quiet owing to holidays, but steady. }
7lbs. 37-39 in Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	{ Little doing, but prices steady. }
8 1/2 lbs. " " "	" 3-2 to 4-14	Rs. 2-10 to 3-12
3 1/2 lbs. 30-32in. Madapollams " "	" 1-5 to 1-9	" 3-2 to 4-14
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	" 1-5 to 1-9
No. 30s Water " "	" 8 to 8 1/2	As. 8 1/2 to 9 1/2
Copper Braziers, (in bundles) (per cwt.)	Rs. 48 ready; 48 1/2 to arrive.	" 8 to 8 1/2
Yellow Metal, (in cases) " "	{ Rs. 37 to 38 ready; 38 1/2 to arrive. }	Rs. 48 1/2 ready; 48 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 28 to 29	{ Rs. 38 1/2 to 39 ready; 38 1/2 to arrive. }
Staffordshire Bar Iron, " "	" 30 to 31	Rs. 28 to 29
Swedish Bar Iron, " "	" 42 to 43	" 30 to 31
Davidson's West Hartley Coal, (per ton) alongside.	{ Rs. 19 1/2 ready; " 18 1/2 forward. }	" 42 to 43
Welsh Hartley Coal, (per ton)	.....	{ Rs. 20 ready; " 18 1/2 forward. }
Cardiff Coal, (")	" 20 1/2 Rdy; 19 1/2 Fwd.	Rs. 19 Ready
EXPORTS.		
Cotton—	Market.	Dull.
Broach, ...	per candy.	
Do.	Fine...	Rs. 240 to 241 ready
Do.	F.G....	" 235 to 236 "
Do.	Good..	" 232 March, Nomi.
Hingunghat, ...	Good..	.....
Do.	F.G....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 1st March.	Week ending 8th March.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.]		
Oomrawuttee, Good staple, Fine	Rs. 218 Ready.	Rs. 216 Ready.
" " F.G....	" 212 "	" 209 to 210 "
" " F.G.F.	" 206 "	" " " "
Khandeish, ... Fine...	Rs. 210 Ready.	Rs. 205 to 206 Ready.
" " " F.G....	" 204 "	" 198 to 200 "
" " " F.G.F.	" " "	" " " "
Belatee, ... Fine...	Rs. 205 Ready.	Rs. 205 Ready.
" " " F.G....	" 200 "	" 200 "
" " " Good...	" 195 "	" " " "
Dhollera, ... Fine...	Rs. 220 "	Rs. 216 to 217 Ready.
" " " F.G....	" 212 "	" 207 "
" " " Good...	" 204 "	" 196 to 197 Apl.-May
" " " F.G.F.	" " "	" " " "
Bengals, ... Fine...	Rs. 183 Ready.	Rs. 180 Ready
" " " F.G....	" 179 "	" 175 "
" " " Good...	" 175 "	" 171 " Nomi.
" " " F.G.F.	" " "	" " " "
Dharwar (S. G.) ... Good...	Rs. 208 May	Rs. 205 to 206 Apl.-May
" " " F.G.F.	" " "	" " " "
Westerns, ... Good...	Rs. 190 May-June	Rs. 190 May-June
" " " F.G.F.	" 185 " Nomi.	" " " "
Gingelly Seed, White (per cwt)	Rs. 8-0 Ready	Rs. 8-2 Ready
" " Mixed " "	" 7-1 "	" 7-2-3 "
Linseed, Bold " "	" 5-14-6 "	" 5-15-6 "
" " Small Seed " "	" 5-13-6 "	" 5-15 "
Rapeseed, Gujarat Yellow " "	" 6-0 Forward	" 6-1 Forward
" " Red Cawnpore " "	" 5-0 "	" 5-1 "
Poppy Seed " "	" 6-8 "	" 6-10 "
Groundnuts " "	" 5-1-9 "	" 5-6-6 Ready
Wheat, White Pessy " "	" 4-5 Ready	" 4-6-3 "
" " Khabri Pessy " "	" 4-4 "	" 4-6 "
" " Ahmedabad (Soft Red), " "	" 4-1 Forward	" 4-1-6 Forward
" " Luskari " "	" 4-2 Ready	" 4-4 "
" " Hard Yellow " "	" 4-4 "	" 4-3-6 Ready
" " Khandwa " "	" 4-12 Forward	" " " "
" " Delhi No. 1 White Pessy, " "	" 4-5 "	Rs. 4-4-6 Forward
" " Red " "	" " "	" " " "
" " Hard Red Khatha " "	Rs. 4-1 Ready	Rs. 4-3-6 Ready
" " Nagpore Khathi " "	" 3-11 "	" 3-11 "
Opium, (Malwa) per chest, Old " "	" 1,275 "	" 1,265 "
" " New " "	" 1,225 "	" 1,215 "
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton	Nil.	Nil.
" " " " Suez Canal, 50 feet.	Nil.	Nil.
" " " " " per ton 40 feet.	£0-18-9	£0-18-9
London—M'tment cargo, P.&O. Co.,	£0-18-6	£0-16-3
" " Seeds & Wheat do.	£0-18-6	£0-17-9 to £1-5
" " M'tment cargo Via Canal.	£0-18-9	£0-16-3 to £0-17-6
" " Seeds and Wheat " "	£0-17-6	£0-18-9
Havre—M'tment cargo " "	£0-19	£1-0-0
" " Seeds and Wheat " "	£0-18-6	£0-18-9
Antwerp—M'tment cargo " "	£0-18-6	£0-18-9
" " Seeds and Wheat " "	£0-18	£0-18
Hull " "	£0-17-6	£0-18
Dunkirk " "	£0-18-6	£0-18
Trieste & Venice—M't. cargo,	£1 at 2s. Ex.	£1-2-6 to ? Ex.
" " Seed & Wheat " "	£1 at 2s. Ex.	£1 at 2s. Ex.
Marseilles and Genoa—M't. cargo	£0-18	£0-18-9
" " Via Canal.	£0-18	£0-17-6
" " Seeds & Wheat, " "	Rs. 10 to 12	Rs. 10 to 12
China, Steamer " "	" 25	" 25
Australia " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 15th March.	Week ending 22nd March.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4 15/32d.	1s. 4 15/32d.
Sight	1s. 4½d.	1s. 4½d.
" " 3 m'ths' "	1s. 4 9/16d.	1s. 4 9/16d.
" " 4 " "	1s. 4 19/32d.	1s. 4 19/32d.
" " 6 " "	1s. 4 21/32d.	1s. 4 21/32d.
First-class Credits 3 " "	1s. 4½d.	1s. 4 21/32d.
" " 6 " "	1s. 4 25/32d.	1s. 4½d.
Documents... 3 " "	1s. 4 21/32d.	1s. 4 11/16d.
" " 6 " "	1s. 4 13/16d.	1s. 4 25/32d.
Paris Francs Mer'tile		
Bills 3 " "	1-76	1-76
" " 6 " "	1-77½	1-77½
On Calcutta Bank Telegraphic		
Transfer... ..	100 1/32	100 1/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-12-6	Rs. 23-1-6
Sovereigns	" 14-5-6	" 14 6-3
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills	7½ per cent.	7½ per cent.
of Interest on Demand		
Loans on Govt. Securities	7 " "	7 " "
Rate of Discount in the open		
Market on Govt. Securities ...	4 " "	3 " "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 98 15/16	Rs. 99
Four-and-a-half per cents. ...	" 104½	" 105½
IMPORTS.		
PIECE GOODS—	Market	Very quiet, but steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	{ Little doing, but prices steady.
8½ lbs. " " " "	" 3-2 to 4-14	Rs. 2-10 to 3-12
3lbs. 30-32 in. Madapolams " "	" 1-5 to 1-9	" 3-2 to 4-14
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	" 1-5 to 1-9
No. 30s Water " " "	" 8 to 8½	As. 8½ to 9½
Copper Braziers (in bundles) (per cwt)	{ Rs. 50 to 50½ ready; 51 to arrive.	" 8 to 8½
Yellow Metal, (in cases) " "	{ " 42 to 43 ready; 43½ to arrive.	Rs. 50½ ready; 50½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	" 28 to 29	" 42 to 43 ready; 43 to arrive.
Staffordshire Bar Iron, " " "	" 30 to 31	" 28 to 29
Swedish Bar Iron, " " "	" 42 to 43	" 30 to 31
Davidson's West Hartley Coal (per ton) alongside.	{ Rs. 20 ready; " 19½ forward.	" 42 to 43
Welsh Hartley Coal, (per ton) "	Rs. 19½ ready; 19 forward.	{ Rs. 20 ready " 19½ forward
Cardiff Coal, (") "	" 21½ " 19½ "	Rs. 18½ ready; 18 forward.
EXPORTS.		
COTTON—	Market.	Dull.
Broach, ...	per candy.	Flat.
Do.	Fine...	Rs. 239 Ready
Do.	F.G....	" 230 "
Do.	Good..	" 225 "
Hingunghat, ...	Good..	" 226½ "
Do.	F.G....	" "

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 15th March.	Week ending 22nd March.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	Rs. 215 Ready	Rs. 214 Ready
" " F.G....	" 209 "	" 208 "
" " F.G.F.	 "	 "
Khandeish, ... Fine...	 "	 "
" " F.G....	Rs. 207 "	Rs. 206 "
" " Good..	" 200 "	" 199 "
" " F.G.F.	 "	 "
Belatee, ... Fine...	Rs. 205 "	Rs. 204 "
" " F.G....	" 202 "	" 200 "
" " Good..	" 198 "	" 197 "
Dhollera, ... Fine...	" 218 " Noml.	" 215 "
" " F.G....	" 209 "	" 205 "
" " Good..	" 202 "	" 195 to 196 "
" " F.G.F.	 "	 "
Bengals, ... Fine...	Rs. 180 to 181 Ready	Rs. 181 "
" " F.G....	" 174 to 175 "	" 176 "
" " Good..	" 170 to 171 "	" 171 "
" " F.G.F.	 "	 "
Dharwar, (S. G.), ... Good..	Rs. 205 Apl.-May	Rs. 204 May
" " F.G.F.	.....	.....
Westerhs., ... Good..	Rs. 189 May-June Noml.	Rs. 190 May-June
" " F.G.F.	.....	.....
Gingelly Seed, White (per cwt)...	Rs. 8-0 Ready	Rs. 7-12 Ready
Linseed, Bold Mixed " "	" 7-7 "	" 5-15-6 "
" Small Seed " "	" 5-14-6 "	" 5-14-6 "
Rapeseed, Guzerat Yellow " "	" 6-0 Forward	" 6-3 Forward
" Red Cawnpore " "	" 5-1-6 "	" 5-1-9 "
Poppy Seed " "	" 6-11-6 "	" 6-13 "
Groundnuts " "	" 5-6 Ready	" 5-6 Ready
Wheat, White Pessy " "	" 4-5-6 "	" 4-5 Forward
" Khabri Pessy " "	.....	.....
" Ahmedabad (Soft Red) " "	" 4-1 Forward	" 4-1 Forward
" Laskari " "	" 4-5 "	" 4-5 "
" Hard Yellow " "	" 4-6-6 to 4-8-6 "	" 4-6 to 4-8 "
" Khondwa " "	" 4-11 "	" 4-11 "
" Delhi No 1 White Pessy " "	" 4-4 "	" 4-4 Forward
" Red " "	.....	.....
" Hard Red Khatha " "	" 4-1-6 Forward	" 4-1 to 4-2-6 Forward
" Nagpore Khathi " "	" 3-14 "	" 4-0 "
Opium, (Malwa) per chest, Old " "	" 1,265 "	" 1,260 "
" New " "	" 1,215 "	" 1,220 "
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton	Nil.	Nil.
" " " Suez Canal,		
" " " per ton 40 feet.	£1-0-0	£1-0-0
" " " Seeds & Wheat " "	£0-17-6	£0-18-9
London—M'ment cargo, P. & O. Co. " "	£1 to £1-5	£1-0 to £1-5
" " " Seeds & Wheat " "	£0-17-6	£0-18-9
" " " M'ment cargo Via Canal " "	.....	.....
" " " Seeds & Wheat " "	.....	.....
Havre—M'ment cargo " "	£1-0-0	£1-0-0
" " " Seeds & Wheat " "	£0-18-9	£0-18-9
Antwerp—M'ment cargo " "	£0-18-9 to £1-0-0	£1-0-0
" " " Seeds & Wheat " "	£0-18-9	£0-18-9 to £1
Hull " "	£0-18-9	£0-18-9 to £1
Dunkirk " "	£0-18-9	£1-0-0
Trieste & Venice—M't cargo " "	£1-7-6 at 2s. Ex.	£1-10 at 2s. Ex.
" " " Seeds & Wheat " "	£1-7-6 at 2s. Ex.	£1-5 to £1-7-6 at 2 Ex.
Marseilles and Genoa—M't cargo		
" " " Via Canal.	£0-18-9	£1-0-0
" " " Seeds & Wheat, " "	£0-18-9	£0-18-9 to £1
China Steamer " "	Rs. 10 to 12	Rs. 10 to 12
Australia " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 20th March.	Week ending 5th April.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4 7/16d.	1s. 4 9/32d.
" " Sight	1s. 4 15/32d.	1s. 4 5/16d.
" " 3 m'ths' "	1s. 4 17/32d.	1s. 4 1/2d.
" " 4 " "	1s. 4 9/16d.	1s. 4 13/32d.
" " 6 " "	1s. 4 1/2d.	1s. 4 15/32d.
First-class Credits ... 3 " "	1s. 4 19/32d.	1s. 4 15/32d.
" " 6 " "	1s. 4 23/32d.	1s. 4 9/16d.
Documents 3 " "	1s. 4 1/2d.	1s. 4 1/2d.
" " 6 " "	1s. 4 1/2d.	1s. 4 19/32d.
Paris Francs Mercan-		
tile Bills... 3 " "	1-75 1/2	1-74
" " ... 6 " "	1-76 1/2	1-75 1/2
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 3/32
On China Mer' tile Bills, 60 days' Sight.	218 1/2	218 1/2
English Bar Gold, 100 touch		
(per tola)	Rs. 23-3	Rs. 23-4
Sovereigns	" 14-7	" 14-8
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills.	7 per cent.	6 per cent.
" of Interest on Demand		
Loans on Govt. Securities	7 " "	6 " "
Rate of Discount in the open		
Market on Govt. Securities ... 3 1/2 " "		3 1/2 " "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 99 5/16	Rs. 99 1/2
Four-and-a-half per cents. ...	" 105 1/2	" 106
IMPORTS.		
PIECE GOODS— Market	Very quiet, but steady.	Quiet, but very steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12
8 1/2 lbs. " " "	" 3-2 to 4-14	" 3-2 to 4-14
3lbs. 30-32 in. Madapollams "	" 1-5 to 1-9	" 1-5 to 1-9
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
No. 30s Water " "	" 8 to 8 1/2	" 8 1/2 to 8 1/2
Copper Braziers, (in bundles) (per cwt)	Rs. 50 1/2 ready; 51 to arrive.	Rs. 49 ready; 50 to arrive.
Yellow Metal, (in cases) " "	" 41 1/2 ready; 42 to arrive.	" 42 to 42 1/2 ready; 42 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	" 28 to 29	" 28 to 29
Staffordshire Bar Iron, " "	" 30 to 31	" 30 to 31
Swedish Bar Iron, " "	" 42 to 43	" 42 to 43
Davison's West Hartley Coal (per ton) alongside.	{ Rs. 20-8 ready; 19 1/2 to 20 forward.	{ Rs. 20 1/2 ready; 20 forward.
Welsh Hartley Coal, (per ton) "	Rs. 19 1/2 rdy.; 19 forwd.	Rs. 20 Ready
Cardiff Coal, (") "	" 21 rdy; 20 1/2 de.	" 21 1/2 rdy.; 20 1/2 forwd.
EXPORTS.		
COTTON— Market.	Higher.	Steady.
Broach, ... Fine...	Rs. 235 Ready	Rs. 238 Ready
Do. ... F.G.	" 229 "	" 233 "
Do. ... Good..	" 225 "	" 227 "
Hingunghat, ... Good..	.....	.....
Do. ... F.G. ....	.....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 29th March.	Week ending 5th April.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.]		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 213 Ready	Rs. 214 Ready
" " Good..	" 208	" 207
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 204	Rs. 204
" " Good..	" 198	" 198
" " F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 200	Rs. 200
" " F.G....	" 195	" 198
" " Good..	" 191	" 192
Dhollera, ... Fine...	" 216	" 218
" " F.G....	" 206	" 207
" " Good..	" 196	" 197
" " F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 181	Rs. 182
" " F.G....	" 176	" 176
" " Good..	" 171	" 170 to 171 Ready
" " F.G.F.	.....	.....
Dharwar (S. G.), ... Good..	Rs. 205 May	Rs. 205 Apl. May
" " F.G.F.	.....	.....
Westerns, ... Good..	Rs. 187 May-June	Rs. 190 May
" " F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	Rs. 8-2 Ready
Linseed, Bold Mixed	.....	" 7-5 "
" Samli Seed	Rs. 5-15 Ready	" 5-14-9 "
Rapeseed, Guzerat Yellow	" 5-14-6	" 5-11-3 "
" Red Cawnpore	" 6-3	" 6-3 (Forward)
Poppy Seed	" 5-2-6	" 5-2
Groundnuts	" 6-11-6	" 6-5-6
Wheat, White Pessy	" 5-5-6	.....
" Khabri Pessy	" 4-5 to 4-5-6	Rs. 4-4 (Forward)
" Ahmedabad (Soft Red)	.....	" 4-1
" Laskari	Rs. 4-0-6	" 3-15
" Hard Yellow	" 4-5	" 4-2 to 4-5
" Khandwa	" 4-6-6 to 4-8-6	" 4-6 to 4-8
" Delhi No. 1 White Pessy	.....	.....
" Red	Rs. 4-3	Rs. 4-2-6
" Hard Red Khatha	.....	.....
" Nagpore Khathi	Rs. 4-0	Rs. 3-15
Opium, (Malwa) per chest, Old	" 3-13	" 3-11
" New	" 1,275	Rs. 1285
" " " "	" 1,225	" 1225
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton	(Ready)	(Ready)
50 feet. Nil.		
" " " Suez Canal.		Nil.
" " " per ton 40 feet.		£0-19-6
" Seeds & Wheat	£1-0-0	£0-17-6
London—M'ment cargo, P. & O. Co.	£1 to £1-5	£1 to 1-5
" Seeds & Wheat do.	£0-13-9	£0-18-9
" M'ment cargo, Via Canal.	.....	.....
" Seeds and Wheat	.....	.....
Havre—M'ment cargo	£1-1-3	£1-1-3
" Seed and Wheat	£1-0-6	£1-0-0
Antwerp—M'ment cargo	£1-1-3	£1-1-3
" Seeds and Wheat	£1-0-6	£1-1-3
Hull	£1-0-6	£1-1-3
Dunkirk	£1-0-3	£1-1-3
Trieste & Venice—M't. cargo	£1-10 at 2s. Ex.	£1-10 at 2s. Ex.
" Seeds and Wheat,	£1-7-6 at 2s. Ex.	£1-7-6 to £1-10 at 2s. Ex.
Marseilles and Genoa—M't. cargo	.....	.....
Via Canal.	1-0-6	£1-1-3
" Seeds & Wheat,	£1-0-6	£1-0-6
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 12th April.	Week ending 19th April.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer ...	Rs. 4½d.	1s. 4 5/16d.
" " Sight	Rs. 4½d.	1s. 4 11/32d.
" " 3 m'ths "	1s. 4 7/16d.	1s. 4 13/32d.
" " 4 " "	1s. 4 15/32d.	1s. 4 7/16d.
" " 6 " "	1s. 4½d.	1s. 4½d.
First-class Credits ... 3 " "	1s. 4½ to 17/32d.	1s. 4 15/32d.
" " 6 " "	1s. 4 21/32d.	1s. 4 9/16d.
Documents ... 3 " "	1s. 4 9/16d.	1s. 4½d.
" " 6 " "	1s. 4 11/16d.	1s. 4 19/32d.
Paris Francs Mercan-		
tile Bills... 3 " "	1-74½	1-74
" " 6 " "	1-75½	1-75½
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/32
On China Mer'ile Bills, 60 days' Sight	218½	219
English Bar Gold, 100 touch (per tola) ...	Rs. 23-5	Rs. 23-7
Sovereigns ...	" 14-9-6	" 14-9-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	6 per cent.	6 per cent.
" of Interest on Demand.		
Loans on Govt. Securities.	6 "	6 "
Rate of Discount in the open Market on Govt. Securities ...	3½ "	3½ "
Money Market ...	Easy	Easy
GOVERNMENT SECURITIES.		
Four per cents ...	Rs. 100 7/16	Rs. 99½
Four-and-a-half per cents. ...	" 107½	106½
IMPORTS.		
PIECE GOODS—	Market	{ Moderate enquiry, prices steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	{ Fair enquiry at steady prices.
8½ lbs. " " " "	" 3-2 to 4-14	Rs. 2-10 to 3-12
3 lbs. 30-32 in. Madapollams, " "	" 1-5 to 1-9	" 3-2 to 4-14
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	" 1-5 to 1-9
No. 30s Water " " "	" 8 to 8½	As. 9 to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 49½ ready; 50 to arrive.	" 8 to 8½
Yellow Metal, (in cases) " "	{ Rs. 41½ to 42 ready; 42 to 42½ to arrive.	Rs. 49½ ready; 50 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 42 to 42½ ready; 42 to arrive.
Staffordshire Bar Iron, " "	" 30 to 31	" 28 to 29
Swedish Bar Iron, " "	" 42 to 43	" 30 to 31
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 20½ ready; " 20 to 20½ forward.	" 42 to 43
Welsh Hartley Coal, (per ton) "	Rs. 20 Rdy 19½ "	{ Rs. 21 ready " 20½ forward.
Cardiff Coal, " "	" 22 Rdy.; 21 to 22 fwd.	Rs. 23 Rdy. 22 forward.
EXPORTS.		
COTTON—	Market.	Firm
per candy.	(Ready or forward delivery)	Steady.
Broach, ... Fine...	Rs. 243	(Ready or forward delivery.)
Do. ... F.G....	" 233	Rs. 238 to 240 Nol.
Do. ... Good...	" 230	" 235
Hingunghaut, ... Good..	.....	" 229
Do. ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 12th April.	Week ending 19th April.
EXPORTS—<i>contd.</i>		
COTTON— [per candy. (Rdy or Forward dly.) (Rdy or Forward dely.		
Oomrawutttee, Good staple Fine	Rs. 213	Rs. 213
" " F.G.	" 206	" 205 to 206
" " F.G.F.	" 200	.....
Khandeish, ... Fine ...	Rs. 202	Rs. 201
" " F.G.	" 197	" 194
" " F.G.F.	" 190	.....
Belatee, ... Fine ...	" 200	Rs. 195
" " F.G.	" 196	" 192
" " Good ..	" 191	" 189
Dhollera, ... Fine ...	" 220	" 220
" " F.G.	" 212	" 210 to 211
" " Good ..	" 200	" 197 to 198
" " F.G.F. ....	.....	.....
Bengals, ... Fine ...	Rs. 183	Rs. 184 to 185
" " F.G.	" 177	" 177 to 178
" " Good ..	" 172	" 173 to 174
" " F.G.F. ....	.....	.....
Dharwar (S. G.), ... Good ..	Rs. 206	Rs. 208
" " F.G.F. ....	.....	.....
Westerns, ... Good ..	Rs. 192	Rs. 192
" " F.G.F. ....	.....	" 187 Nominal
Gingelly Seed, White (per cw t.)	Rs. 7-11-3 Ready	Rs. 8-0-6 Ready
Linseed, Bold Mixed " ..	" 6-0 "	" 6-0 "
" Small Seed " ..	" 5-15 "	" 5-15-6 "
Rapeseed, Guzerat Yellow " ..	" 6-4 "	" 6-4 "
" Red Cawnpore " ..	" 5-2-6 "	" 5-4 "
Poppy Seed " ..	" 6-8-6 "	" 6-7-6 "
Groundnuts " ..	" 5-3-6 "	" 5-4 "
Wheat, White Pessy " ..	" 4-4 (Forward)	" 4-5 Forward
" Khabri Pessy " ..	" 4-2 "	" 4-2 "
Ahmedabad (Soft Red), ..	Rs. 3-15-6 (Forward)	" 4-2 "
" Laskari " ..	" 4-4 "	" 4 to 4 3 "
" Hard Yellow " ..	" 4-5-6 to 4-7-6 "	" 4-5 to 4-7 "
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy, ..	Rs. 4-3-3 "	Rs. 4-3-6 Forward
" Red " ..	.....	.....
" Hard Red Khatha " ..	Rs. 3-15 "	Rs. 4-2 Forward
" Nagpore Khathi " ..	" 4-11 "	" 3-12 "
Opium. (Malwa) per chest, Old ..	Rs. 12-5 "	" 1,265 "
" " New ..	" 12-25 "	" 1,220 "
FREIGHTS. (Ready) (Ready)		
Liverpool—Cotton, via Cape, per ton 50 feet. Nil.		Nil.
" " Suez Canal, per ton 40 feet. £1-0-0		£1-0-0
" Feeds & Wheat .. £0-18-0		£1-0-0
London—M'ment cargo, P. & O. Co. .. £1 to 1-5s.		£1 to 1-5
" See's & Wheat do. .. £0-1-8-9d to £1-0-0		£0-18-9 to £1-0-0
" M'ment cargo, Via Canal. ....		.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo .. £1-4-6		£1-1-3
" Seeds and Wheat " .. £1-1-3		£1-0-0
Antwerp—M'ment cargo .. £1-1-3		£1-1-3
" Seeds and Wheat " .. £1-1-0		£1-0-6
Hull " .. £1-1-0		£1-0-0
Dunkirk " .. £1-1-0		£1-0-6
Trieste & Venice—M't. cargo, ..	.....	£1-11-3 to £1-12-6 at 2s. Ex.
" Seeds and Wheat, ..	.....	£1-10 to £1-12-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal. £1-2		£1-1-3
" " Seeds & Wheat, .. £1-1-3		£1-0-6
China, Steamer Rs. 10 to 12		s. 10 to 12
Australia " 25		" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 26th April.	Week ending 3rd May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 9/32d.	1s. 4 9/32d.
" " " Sight	1s. 4 5/16d.	1s. 4 5/16d.
" " " 3 m'ths "	1s. 4 1/2d.	1s. 4 1/2d.
" " " 4 " "	1s. 4 13/32d.	1s. 4 13/32d.
" " " 6 " "	1s. 4 15/32d.	1s. 4 15/32d.
First class Credits 3 " "	1s. 4 7/16d.	1s. 4 7/16d.
" " " 6 " "	1s. 4 17/32d.	1s. 4 17/32d.
Documents " 3 " "	1s. 4 15/32d.	1s. 4 15/32d.
" " " 6 " "	1s. 4 9/16d.	1s. 4 9/16d.
Paris Francs Mercan- tile Bills ... 3 " "	1-73 1/2	1-73 1/2
" " " 6 " "	1-74 1/2	1-74 1/2
On Calcutta " Bank Telegraphic Transfer	100 1/32	100
On China Mer' tile Bills, 60 days' Sight.	219 1/2	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-9-6	Rs. 23-10
Sovereigns	" 14-10-6	" 14-10-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills.	6 1/2 per cent.	6 1/2 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	6 "	6 "
Rate of Discount in the open Market on Govt. Securities....	4 "	4 "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 1/2	Rs. 100 5/16
Four-and-a-half per cents. ...	" 106	" 106 1/2
IMPORTS.		
PIECE GOODS—	Market	Better enquiry at higher prices.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-12 to 3-13	Moderate enquiry at steady prices.
8 1/2 lbs. " " " "	" 3-3 to 4-15	Rs. 2-12 to 3-13
3lbs. 30-32 in. Madapollams " "	" 1-6 to 1-10	" 3-3 to 4-15
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	" 1-6 to 1-10
No. 30s Water " " " "	" 8 to 8 1/2	As. 8 1/2 to 9 1/2
Copper Braziers, (in bundles) (per cwt.)	Rs. 53 ready; 53 to arrive.	" 8 to 8 1/2
Yellow Metal, (in cases) " "	" 43 ready; 43 to arrive.	Rs. 52 ready; 52 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	" 28 to 29	" 43 ready; 43 to arrive.
Staffordshire Bar Iron, " " "	" 30 to 31	" 28 to 29
Swedish Bar Iron, " " "	" 42 to 43	" 30 to 31
Davison's West Hartley Coal, (per ton) alongside.	Rs. 22 1/2 ready; " Rs. 22 forward.	" 42 to 43
Welsh Hartley Coal, (per ton) "	Rs. 20 1/2 rdy.; 20 1/2 fwd.	{ Rs. 22 ready; " 21 forward.
Cardiff Coal, (") "	" 26 " 22 1/2 to 24 "	{ " 20 1/2 ready; 20 1/2 fwd.
EXPORTS.		
COTTON—	Market	Firm.
Broach, ...	per candy	(Ready.)
Do.	Fine...	Rs.
Do.	F.G....	" 235 Nominal.
Do.	Good..	" 230
Hingunghaut, ...	Good..	" 223 "
Do.	F.G....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 10th May.	Week ending 17th May.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4½d.	1s. 4d.
Sight	1s. 4 5/32d.	1s. 4 1/32d.
" " 3 m'ths' "	1s. 4 7/32d.	1s. 4 3/32d.
" " 4 " "	1s. 4½d.	1s. 4½d.
" " 6 " "	1s. 4 5/16d.	1s. 4 3/16d.
First-class Credits... 3 " "	1s. 4 5/16d.	1s. 4 3/16d.
" " 6 " "	1s. 4 7/16d.	1s. 4 5/16d.
Documents 3 " "	1s. 4 11/32d.	1s. 4 7/32d.
" " 6 " "	1s. 4 15/32d.	1s. 4 11/32d.
Paris Francs Mercan-		
tile Bills... 3 " "	1 72½	1 71½
" " 6 " "	1 73½	1 72½
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32d.
On China Mer' tile Bills, 60 days'		
Sight ... & ...	219½	219½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23.14	Rs. 23.15-6
Sovereigns... ..	„ 14.13	„ 14.13
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	6 per cent.	6 per cent.
of Interest on Demand		
Loans on Govt. Securities.	6 " "	6 " "
Rate of Discount in the open		
Market on Govt. Securities ...	4 " "	4 " "
Money Market	Easy	Easy
GOVERNMENT SECURITIES.		
Four per cents	Rs. 100 5/16	Rs. 100½
Four-and-a-half per cents..	„ 106½	„ 106
IMPORTS.		
PIECE GOODS—	Market	Fair enquiry at steady prices.
7 lbs. 37-39 in Grey Shirtings, (per piece)		Ps. 2-12 to 3-13
8½ lbs. " " " "		„ 3-3 to 4-15
3 lbs. 30-32 in. Madapollams, „		„ 1-6 to 1-10
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s Water " " "	„ 8 to 8½	„ 8 to 8½
Copper Braziers, (in bundles) (per cwt)	Rs. 49½ ready; 49½ to arrive.	Rs. 49½ ready; 50 to arrive.
Yellow Metal, (in cases) „	Rs. 43 ready; 42½ to arrive.	„ 42½ ready; 43 to arrive.
Welsh Bar Iron, (per candy of		
746½ lbs.)	Rs. 28 to 29	„ 28 to 29
Staffordshire Bar Iron, „	„ 30 to 31	„ 30 to 31
Swedish Bar Iron, „	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per	Rs. 22 ready;	Rs. 21½ ready;
ton) alongside. („ 21½ forward.	„ 21½ forward.	„ 21 forward.
Welsh Hartley Coal, (per ton) „	„ 20 Ready; 20 do.	Rs. 20½ Ready; 20 do.
Cardiff Coal, „	„ 26 „ 23 do.	„ 25 „ 22½ do.
EXPORTS.		
COTTON—	Market	Quiet, but steady.
per candy.	(Ready.)	(Ready.)
Broach, ...	Fine... Rs.	Rs.
Do.	F.G. „ 228 Nominal.	„ 222
Do.	Good... „ 223	„ 214
Mingunghat, ...	Good... ..	.....
Do.	F.G. ....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Four days ending 21st May.	Week ending 28th May.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4 1/32d.	1s. 4 1/16d.
" " Sight	1s. 4 1/16d.	1s. 4 1/16d.
" " 3 m'ths	1s. 4 1/2d.	1s. 4 1/2d.
" " 4 " "	1s. 4 5/32d.	1s. 4 5/32d.
" " 6 " "	1s. 4 7/32d.	1s. 4 7/32d.
First-class Credits... 3	1s. 4 5/32d.	1s. 4 3/16d.
" " 6 " "	1s. 4 9/32d.	1s. 4 5/16d.
Documents ... 3	1s. 4 3/16d.	1s. 4 7/32d.
" " 6 " "	1s. 4 5/16d.	1s. 4 11/32d.
Paris Francs Mercan-		
tile Bills... 3	1'70 $\frac{1}{2}$	1'71
" " 6 " "	1'72	1'72 $\frac{1}{2}$
On Calcutta Banks Telegraphic		
Transfer	100 1/32	100 1/32
On China Mer'tile Bills, 60 days' Sight	219 $\frac{1}{2}$	219 $\frac{1}{2}$
Eng. Bar-Gold, 100 touch (per tola)	Rs. 24-1	Rs. 23-15
Sovereigns	" 14-14-6	" 14-13-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills	6 per cent.	6 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	6 "	6 "
Rate of Discount in the open		
Market on Govt. Securities ...	4 "	4 "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 99 $\frac{1}{2}$	Rs. 100
Four-and-a-half per cents	105 $\frac{1}{2}$ Nominal.	" 105 $\frac{1}{2}$ Nominal
IMPORTS.		
PIECE GOODS— Market	{ Moderate enquiry; prices	{ Fair enquiry at steady
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-12 to 3-13	Rs. 2-12 to 3-13
8 $\frac{1}{2}$ lbs. " " " "	" 3-3 to 4-15	" 3-3 to 4-15
3lbs. 30-32 in. Madapolams " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s Mule Twist, per lb.	As. 8 $\frac{1}{2}$ to 9 $\frac{1}{2}$	As. 8 $\frac{1}{2}$ to 9 $\frac{1}{2}$
No. 30s Water " " "	" 8 to 8 $\frac{1}{2}$	" 8 to 8 $\frac{1}{2}$
Copper Braziers, (in bundles, (per cwt.)	Rs. 49 $\frac{1}{2}$ ready; 50 to arrive.	Rs. 50 $\frac{1}{2}$ ready; 50 to arrive
Yellow Metal, (in cases) " "	" 42 $\frac{1}{2}$ ready; 43 to arrive.	Rs. 42 $\frac{1}{2}$ ready; 42 $\frac{1}{2}$ to arrive.
Welsh Bar Iron, (per candy of		
746 $\frac{1}{2}$ lbs.)	" 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, " " "	" 30 to 31	" 30 to 31
Swedish Bar Iron, " " "	" 42 to 43	" 42 to 43
Davidson's West Hartley Coal, (per	{ Rs. 21 ready;	{ Rs. 20 ready;
ton) alongside.	" 21 forward.	" 21 forward.
Welsh Hartley Coal, (per ton) "	Rs. 21 $\frac{1}{2}$ rdy.; 20 forward	Rs. 19 $\frac{1}{2}$ rdy.; 19 $\frac{1}{2}$ forw'd.
Cardiff Coal, " " "	" 26 " 22 $\frac{1}{2}$ "	" 24 " 22 $\frac{1}{2}$ "
EXPORTS.		
COTTON— Market.	Quiet, but steady.	Quiet.
per candy	(Ready.)	(Ready.)
Broach, ... Fine...	Rs.	Rs.
Do. F.G....	" 230 Nominal.	" 226 to 228 Nominal
Do. Good..	" 220 to 222 Nominal.	" 218 to 220 "
Hingunghat, ... Good..	.....	.....
Do. F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Four days ending 21st May.	Week ending 28th May.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.] (Ready) (Ready)		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 213	Rs. 215
" " Good..	" 207	" 207
" " F.G.F.	" 200	" 200
Khandeish, Fine....	.....	.....
" " F.G....	Rs. 204	Rs. 204
" " Good..	" 198	" 198
" " F.G.F.	" 192	" 192
Belatee, Fine....	" 196	" 196
" " F.G....	" 193	" 193
" " Good..	" 190	" 190
Dhollera, Fine....	" 222 to 224	" 222 to 224
" " F.G....	" 213	" 213
" " Good..	" 203	" 203½
" " F.G.F.	" 195	" 197
Bengals, Fine....	" 194	" 193
" " F.G....	" 188	" 189
" " Good..	" 180 to 181	" 181
" " F.G.F.	.....	" 175
Dharwar (S.G.), Good..	Rs. 213	" 213 M.y
" " F.G.F.	" 203	.....
Westerns, Good	Rs. 193 to 200 May	Rs. 201 M.y
" " F.G.F.	.....	" 193 June
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)	.....	.....
Linseed, Bold Mixed	" "	" "
" Small Seed	Rs. 6-3-6	Rs. 6-3-3
Rapeseed, Guz-rat Yellow	" 6-2-9	" 6-2-9
" Red Cawnpore	" 6-13	" 6-14
Poppy Seed	" 5-10	" 5-12
Groundnuts	" 6-2	" 6-11-6
Wheat, White Pessy	" 5-13	" Nominal
" Khabr. Pessy	" 4-8	Rs. 4-5
" Ahm. dabad (Soft Red),	.....	" 4-2
" Laskari	Rs. 4-4 Nominal	" 4-4
" Hard Yellow	" 4-2	" 3-15 to 4-1-6
" Khandwa	" 4-4	" 4-3-6 to 4-6-6
" Delhi No. 1 White Pessy,	.....	.....
" Red	Rs. 4-5	" 4-4-3
" Hard Red K a ha	.....	" 4-1
" Nagpore Khathi	Rs. 3-14	" 4-0-6
Opium, (Malwa) per chest, Old	" 3-11-6	" 3-15-6
" New	Rs. 1,2 5	" 1,2 5
	Rs. 1,2 5	" 1,2 5
FREIGHTS. (Ready) (Ready)		
Liverpool—Cotton, via Cape, per ton	.....	.....
" " Suez Canal,	.....	.....
" " per ton 40 feet.	£1-0-0	£1-0-0
" Seeds & Wheat...	£1-0-6	£2-0-19
London—M'ment cargo, P. & O. Co.	.....	.....
" Seeds and wheat	.....	.....
" M'm cargo, Via Canal..	£1-5-0	£1-0-0
" Seeds and Wheat	.....	£2-0-19-0
Havre—M'ment cargo	£1-0-0	£1-0-0
" Seeds and Wheat	£1-0-6	£2-0-19-0
Antwerp—M'ment cargo	£1-0-0	£2-0-19-6
" Seeds & Wheat	£1-0-0	.....
Hull	£2-0-19-6	£2-1-9
Dunkirk	£1-0-0	£2-19-0
Trieste & Venice—M't. cargo,	£1-11-3 at 2s. Ex.	£1-11-3
" " Seeds & Wheat,	£1-10 at 2s. Ex.	.....
Marseilles and Genoa—M't. cargo	.....	.....
" " Via Canal.	.....	£2-19-6
" " Seed & Wheat,	£1-0-0	£2-0-19-0
China Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 4th June.	Week ending 11th June.
EXCHANGE.		
On England, Bank Bills, Tel- Transfer ...	1s. 4½d.	1s. 4 1/16d.
" " Sight...	1s. 4 5/32d.	1s. 4 3/32d.
" " 3 m'ths' " ...	1s. 4 7/32d.	1s. 4 5/32d.
" " 4 " " " ...	1s. 4½d.	1s. 4 3/16d.
" " 6 " " " ...	1s. 4 5/16d.	1s. 4½d.
First-class Credits ... 3	1s. 4 5/16d.	1s. 4 7/32d.
" " 6 " " " ...	1s. 4 7/16d.	1s. 4 11/32d.
Documents " 3	1s. 4 11/32d.	1s. 4½d.
" " 6 " " " ...	1s. 4 15/32d.	1s. 4½d.
Paris Francs Mercan- Bills... 3	1'72½	1'71½
" " 6 " " " ...	1'73½	1'72½
On Calcutta Bank Telegraphic Transfer ...	100 3/32	100 1/16
On China Mer'ile Bills, 60 days' Sight	221	222
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-11	Rs. 23-10
Sovereigns ...	" 14-12-6	" 14-14
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills ...	6 per cent.	6 per cent.
" of Interest on Demand Loans on Govt. Securities	6 "	6 "
Rate of Discount in the open Market on Govt. Securities ...	4 "	4 "
Money Market ...	Easy.	Easy
GOVERNMENT SECURITIES.		
Four per cents ...	Rs. 99 9/16	Rs. 99 15/16
Four-and-a-half per cents ...	" 105½	" 105
IMPORTS.		
PIECE GOODS—	Market	Fair demand at steady prices.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-12 to 3-13	Rs. 2-12 to 3-13.
8½ lbs. " " " " " " " "	" 3-3 to 4-15	" 3-3 to 4-15
3 lbs. 30-32 in. Madapolams, " " " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s Mule Twist, per lb. ...	As. 9 to 9½	As. 9 to 9½
No. 30s Water " " " " " " " "	" 8½ to 9	" 8½ to 9
Cop per Braziers, (in b'dles) (per cwt.)	Rs. 50 ready; 50 to arrive.	Rs. 50 ready; 50 to arrive.
Yellow Metal, (in cases) " " " "	" 42 ready; 42 to arrive.	" 42 ready; 42 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28 to 29	Rs. 28 to 29
Staffordshire Bar Iron, " " " "	" 30 to 31	" 30 to 31
Swedish Bar Iron, " " " "	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 ready; " 20 forward.	Rs. 20 ready; " 20 forward.
Welsh Hartley Coal, (per ton) "	Rs. 19 rdy.; 19 forwd.	Rs. 19 rdy.; 19 forwd.
Cardiff Coal, " " " "	" 24½ rdy.; 22½ do.	" 24½ rdy.; 23½ do.
EXPORTS.		
COTTON—	Market.	Steady.
per candy.	(Ready)	(Ready)
Broach, ... Fine...	.....	.....
Do. ... F.G....	.....	.....
Do. ... Good..	.....	.....
Hingunghaut, ... Good..	.....	.....
Do. ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 4th June.	Week ending 11th June.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.	(Ready)	(Ready)
Oomrawutte, good staple, Fine, .....		.....
" " F.G.	Rs. 215	Rs. 213
" " Good ..	" 207	" 207
" " F.G.F.	"	" 200
Khandeish, ... Fine ..	.....	.....
" " F.G.	Rs. 203	Rs. 203
" " Good ..	" 197	" 197
" " F.G.F.	" 192	" 192
Belatee, ... Fine ..	" 196	" 196
" " F.G.	" 192	" 193
" " Good ..	" 189	" 190
Dhollera, ... Fine ..	" 221 to 222	" 220
" " F.G.	" 213	" 212
" " Good ..	" 202	" 202
" " F.G.F.	" 196	" 196
Bengals, ... Fine ..	" 193	" 193 to 194
" " F.G.	" 188	" 188 to 189
" " Good ..	" 183	" 183 to 184
" " F.G.F.	"	" 178
Dharwar, (S.G.), ... Good ..	Rs. 210	" 209
" " F.G.F.	"	" 204
Westerns, ... Good ..	Rs. 196	Rs. 197 to 198 July
" " F.G.F.	" 190	" 192 to 193 "
	(Ready)	(Ready)
Gingelly Seed, White (per cwt) ....		.....
" Mixed " ..		.....
Linseed, Bold " ..	Rs. 6-3-6	Rs. 6-3
" Small Seed " ..	" 6	" 6
Rapeseed, Guzerat Yellow " ..	" 6-13	" 6-13
" Red Cawnpore " ..	" 5-13-6	" 5-15
Poppy Seed " ..	" 6-11-6	" 6-12
Groundnuts " ..	Nominal	Nominal
Wheat, White Pessy " ..	" 4-5	Rs. 4-5-3
" Khabri Pes-y " ..	" 4-2	" 4-3-3
" Ahmedabad (Soft Red), ..	" 4-2-6	" 4-3
" Laskari " ..	" 4-1	" 3-14 to 4-1
" Hard Yellow " ..	" 4-3 to 4-5-6	" 4-3 to 4-6
" Khandwa " ..	"	"
" Delhi No. 1 White Pessy, ..	" 4-3-6	" 4-4-3
" Red " ..	" 4	" 4
" Hard Red Khatha " ..	" 3-15	" 3-15
" Nagpore Khathi " ..	" 3-13-6	" 3-14
Opium, (Malwa) per chest, Old ..	Rs. 1340	" 1,340
" New ..	" 1225	" 1,220
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, per ton		
" " " Suez Canal, .....		.....
" " " per ton 40 feet.	£0-18-9	£0-19-6
" Seeds & Wheat, ..	£0-18-0	£0-19-6
London—M'ment cargo, P. & O. Co.		
" Seeds & Wheat " ..	£0-17-6	"
" M'ment cargo, Via Canal, ..	£0-19-0	£0-18-9
" Seeds and Wheat " ..	£0-17-9	£0-18-9
Havre—M'ment cargo " ..	£0-18-9	£0-19-0
" Seeds and Wheat " ..	"	£0-18-9
Antwerp—M'ment cargo " ..	£1-18-9	"
" Seeds and wheat " ..	£0-18-9	£0-19-6
Hull " ..	£0-18-0	£0 18
Dunkirk " ..	£0-18-9	£0-18-9
Trieste & Vanice—M't. cargo, ..	£1-11-3	£1-11-3
" " Seeds & Wheat, ..	£1-10-0	£1-10-0
Marseilles and Genoa—M't. cargo		
" " " Via Canal, ..		£0-18-6
" " " Seeds & Wheat, ..	£0-18-0	£0-18-6
China, Steamer " ..	Rs. 10 to 12	Rs. 10 to 12
Australia " ..	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 18th June.	Week ending 25th June.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4 1/16d.	1s. 4 1/16d.
" " Sight	1s. 4 3/32d.	1s. 4 3/32d.
" " 3 m'ths	1s. 4 5/32d.	1s. 4 5/32d.
" " 4 " "	1s. 4 3/16d.	1s. 4 3/16d.
" " 6 " "	1s. 4 1/4d.	1s. 4 1/4d.
First-class Credits...	1s. 4 7/32d.	1s. 4 7/32d.
" " 6 " "	1s. 4 5/16d.	1s. 4 11/32d.
Documents " 3 " "	1s. 4 7/32d.	1s. 4 1/4d.
" " 6 " "	1s. 4 11/32d.	1s. 4 1/4d.
Paris Francs Mercan-		
tile Bills ... 3 " "	1-71 1/2	1-71 1/2
" " 6 " "	1-72 1/2	1-72 1/2
On Calcutta Bank Telegraphic		
Transfer...	100 1/16	100 3/32
On China Mercile Bills, 60 days' Sight.	222 1/2	222 1/2
Eng. Bar Gold, 100 touch (per tola).	Rs. 23-9-6	Rs. 23-9
Sovereigns " " "	" 14-13	" 14-13
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	5 per cent.	5 per cent.
" of Interest on Demand	"	"
Loans on Govt. Securities.	5	5
Rate of Discount in the Open		
Market on Govt. Securities	3	2 1/2
Money Market " " "	" Very easy.	" Very Easy.
GOVERNMENT SECURITIES.		
Four per cents. " " "	Rs. 99 15/16	Rs. 100 3/16
Four-and-a-half per cents " "	" 104 1/4	" 104
IMPORTS.		
PIECE GOODS—	Market	Quiet but steady.
7lbs. 37-39 in. Grey Shirtings (per, piece)	Rs. 2-12 to 3-13	Rs. 2-12 to 3-13
8lbs. " " " "	" 3-3 to 4-15	" 3-3 to 4-15
3lbs. 30-32 in. Madapollams " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s. Mule Twist, per lb.	As. 9 to 9 1/2	As. 9 to 9 7/16
No. 30s. Water " " "	" 8 1/2 to 9	" 8 1/2 to 9
Copper Braziers, (in bundles) (per cwt)	Rs. 50 ready; 50 to arrive.	Rs. 50 ready; 50 to arrive.
Yellow Metal, (in cases) (per cwt)	" 41 1/2 ready; 41 1/2 to arrive.	Rs. 41 1/2 ready; 41 1/2 to arrive.
Welsh Bar Iron, (per candy of 740 1/2 lbs.)	Rs. 28 to 29	Rs. 27 1/2 to 28 1/2
Staffordshire Bar Iron " "	" 30 to 31	" 29 1/2 to 30 1/2
Swedish Bar Iron, " "	" 42 to 43	" 41 1/2 to 42 1/2
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 ready; 23 forward.	Rs. 21 ready; 21 forward.
Welsh Hartley Coal, (per ton) " "	" 19 1/2 Ready. 22 fwd.	Rs. 20 Ready. 20 fwd.
Cardiff Coal, " "	" 23 " 24 do.	" 23 1/2 " 23 1/2 do.
EXPORTS.		
COTTON—	Market.	Steady
per candy.	Quiet	Ready.
Broach, " " Fine...	Ready.	Ready.
Do. " " F.G....	.....	.....
Do. " " Good..	.....	.....
Hingunghat, " " Good..	.....	.....
Do. " " F.G....	.....	.....

Committee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 18th June.	Week ending 25th June.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.	(Ready)	(Ready)
Oomrawttee, Good staple, Fine.	.....	.....
" " F.G.	Rs. 210 to 212	Rs. 208 to 212
" " Good.	" 205 to 206	" 203 to 206
" " F.G.F.	" 200	" 198 to 200
Khandeish, ... Fine.	.....	.....
" " F.G.	Rs. 202	Rs. 202
" " Good.	" 196	" 196
" " F.G.F.	.....	" 190
Belatee, ... Fine.	Rs. 197	" 197
" " F.G.	" 194	" 193
" " Good.	" 191	" 189
Dhollera, ... Fine.	" 221	" 220 Nominal
" " F.G.	" 212	" 210
" " Good.	" 200	" 200
" " F.G.F.	" 194	" 195
Bengals, ... Fine.	" 194	" 194 to 195
" " F.G.	" 188 to 189	" 189 to 190
" " Good.	" 183 to 184	" 183 to 184
" " F.G.F.	.....	" 180
Dharwar (S. G.) ... Good.	Rs. 209 to 210	" 206 to 209
" " F.G.F.	" 204 to 205	" 203
Westerns, ... Good.	Rs. 197 to 198	Rs. 198 to 199
" " F.G.F.	" 192 to 193 Nominal	" 193 to 194
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed	"	"
Linseed, Bold	Rs. 6-3	Rs. 6-2-6
" Small Seed	" 6	" 6
Rapeseed, Guzerat Yellow	"	" 5-15
" Red Cawnpore	"	" 6-13
Poppy Seed	Rs. 6-13	"
Groundnuts	Nominal	Nominal
Wheat, White Pessy	" 4-4	" 4-5
" Khabri Pessy	" 4-2	" 4-1
" Ahmedabad (soft Red)	" 4	" 4-2
" Laskari	"	" 4 to 4-1
" Hard Yellow	" 4-2	" 4-2 to 4-3
" Khandwa	"	"
" Delhi No. 1 White Pessy	" 4-3 9	" 4-4
" Red	" 3-14	" 3-14-6
" Hard Red Khatha	" 3-12-6 to 3-14	" 3-15
" Nagpore Khathi	" 3-13	" 3-12-6
Opium, (Malwa) per chest. Old.	Rs. 1285	" 1275
" New	" 1220	" 1225
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton 50 feet).	.....	.....
" " Suez Canal, (per ton 40 feet).	£0-19-6	£0-18-6
" " Seeds and Wheat	£0-18-9	£0-17-6
London—M'ment cargo P. & O. Co.	£0-18-9	.....
" Seeds & Wheat	£0-18-9	.....
" M'ment cargo. Via Canal.	£1-2-6	£1-0
" Seeds & Wheat	£0-18-9	0-18
Havre—M'ment cargo	£0-19-6	£0-18-9
" Seeds & Wheat	£0-1-6	£0-18
Antwerp M'ment cargo	£1-0-0	£0-18
" Seeds & Wheat	£0-19-6	£0-18
Hull	£0-19	£0-17-6
Dunkirk	£0-19-6	£0-19
Trieste & Venice—M'ment cargo	£1-11-3	£2-2-6
" Seeds & Wheat	£1-11-3	£2-0
Marseilles and Genoa—M'ment cargo.	.....	.....
" " Via Canal.	£0-19	£0-18
" " Seeds & Wheat	£0-19	£0-18
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 2nd July.	Week ending 9th July.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	ls. 4 3/32d.	ls. 4 1/16d.
" " Sight	ls. 4 3/32d.	ls. 4 1/16d.
" " 3 m'ths' "	ls. 4 5/32d.	ls. 4 3/32d.
" " 4 " "	ls. 4 3/16d.	ls. 4 1/8d.
" " 6 " "	ls. 4 1/4d.	ls. 4 3/16d.
First-class Credits ... 3 " "	ls. 4 7/32d.	ls. 4 3/16d.
" " 6 " "	ls. 4 5/16d.	ls. 4 5/16d.
Documents ... 3 " "	ls. 4 7/32d.	ls. 4 3/16d.
" " 6 " "	ls. 4 11/32d.	ls. 4 5/16d.
Paris Frances Mer'tile Bills 3 " "	1-71	1-70 3/4
" " 6 " "	1-72 1/4	1-72
On Calcutta Bank Telegraphic		
Transfer... ..	100 1/16	100 3/16
On China Mercantile Bills, 60		
days' Sight	223	223
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-9	Rs. 23-11
Sovereigns... ..	" 14-14-3	" 14-14
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills. 5 per cent.		4 1/2 per cent.
" of Interest on Demand		
Loans on Govt. Securities. 5 "		4 "
Rate of Discount in the open		
Market on Govt. Securities ... 2 1/2 "		2 1/2 "
Money Market	Easy.	Easy
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 1/16	Rs. 100 15/16
Four-and-a-half per cents. ... "	" 105	" 105
IMPORTS.		
PIECE-GOODS—	Market	
7lbs. 37-39 in. Grey Shirtings, (per piece)	{ Very quiet; but prices unchanged.	{ Little doing; but prices unchanged.
8 1/2 lbs. " " "	Rs. 2-12 to 3-13	Rs. 2-11 to 3-13
3 lbs. 30-32 in. Madapollams " "	" 3-3 to 4-15	" 3-3 to 4-15
No. 40s Mule Twist per lb. ...	" 1-6 to 1-10	" 1-6 to 1-10
No. 30s, Water " " "	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
Copper Braziers, (in bundles) (per cwt.)	" 8 3/4 to 8 7/8	" 8 3/4 to 8 7/8
Yellow Metal, (in cases) (per cwt)	Rs. 50 ready; 50 to arrive.	Rs. 49 ready; 49 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 41 1/2 ready; 41 1/2 to arrive.	Rs. 42 ready; 42 to arrive.
Staffordshire Bar Iron " " "	Rs. 27 1/2 to 28 1/2	Rs. 27 1/2 to 28 1/2
Swedish Bar Iron, " " "	" 29 1/2 to 30 1/2	" 29 1/2 to 30 1/2
Davison's West Hartley Coal, (per ton) alongside.	" 41 1/2 to 42 1/2	" 41 1/2 to 42 1/2
Welsh Hartley Coal, (per ton) "	(Rs. 21 ready; " 21 forward.	(Rs. 21 ready; " 21 forward.
Cardiff Coal, " "	Rs. 20 rdy.; 20 forw'd	Rs. 20 1/4 rdy.; 20 1/4 forw'd.
	" 23 1/2 rdy.; 23 1/2 do.	" 23 1/2 rdy.; 23 1/2 do.
EXPORTS.		
COTTON—	Market	
per candy.	Quiet but steady, (Ready)	Quiet but steady. (Ready)
Broach, ...	Fine ... ..	.....
Do.	F.G. ... ..	.....
Do.	Good. ... ..	.....
Hingunghat	Good.	Rs. 222 ready
Do.	F.G. ... ..	.....

mittee of the Chamber of Commerce during the Year 1882—*contd.*

QUOTATIONS.	Week ending 2nd July.	Week ending 9th July.
EXPORTS—<i>contd.</i>		
COTTON— [per candy,		
Oomraewutte, Good staple Fine,		
" " F.G....	Rs. 212 to 214 Ready	Rs. 212 to 213 Ready
" " Good..	" 206 to 208 "	" 205 to 206 "
" " F.G.F.	" 200 "	" 195 to 198 "
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 204 "	Rs. 199 to 201 "
" " Good..	" 196 "	" 194 "
" " F.G.F.	" 190 "	.....
Belatee, ... Fine...	" 197 "	Rs. 200 "
" " F.G....	" 194 "	" 196 "
" " Good..	" 190 "	" 193 "
Dhollera, ... Fine...	" 220 "	Nl. "
" " F.G....	" 211 "	Rs. 210 "
" " Good..	" 201 "	" 201 to 202 "
" " F.G.F.	" 195 "	" 194 to 195 "
Bengals, ... Fine...	" 193 to 194 "	" 195 to 196 "
" " F.G....	" 187 to 188 "	" 189 to 190 "
" " Good..	" 182 to 183 "	" 183 to 184 "
" " F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 210 to 211 "	Rs. 210 to 211 " Nl.
" " F.G.F.	" 203 to 204 "	" 204 to 205 "
Westerns, ... Good..	Rs. 198 "	Rs. 198 to 200 Ready
" " F.G.F.	" 193 (Ready) "	" 195 to 196 " (Ready)
Gingelly Seed, White (per cwt.)...	.....	.....
Mixed " " "	.....	.....
Linseed, Bold " " "	Rs. 6-3	Rs. 6-4-9
Small Seed " " "	" 6	" 6-2
Rapeseed, Guzerat Yellow " " "	" 6-11-6	" 6-11-6
Red Cawnpore " " "	" 5-11	" 5-11-6
Poppy Seed " " "	" 6-11-3	" 6-15
Groundnuts " " "	" 6-2	" 6-2
Wheat, White Pessy " " "	" 4-5 to 4-6	" 4-7
Khabri Pessy " " "	" 4-1	.....
Ahmedabad (soft Red) " " "	" 4	Rs. 4-2
Laskari " " "	" 3-15-3	" 4-1
Hard Yellow " " "	" 4-2-6	" 4-3
Khandwa " " "	.....	.....
Delhi No. 1 White Pessy " " "	" 4-4	Rs. 4-5-6
Red " " "	" 3-14	" 3-15-9
Hard Red Khatha " " "	" 3-14	" 3-14
Nagpore Khathi " " "	" 3-12	" 3-13
Opium, (Malwa) per chest, Old..	Rs. 1275	" 1,265
New " " "	" 1225	" 1,215
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	.....	.....
" " Suez Canal (per ton 40 feet).	.....	.....
Seeds and Wheat " " "	£0-18-9	£0-17-6
London—M't cargo, P. & O. Co. " " "	£0-17-6	£0-16-6
Seeds & Wheat do. " " "	£0-18-9	£0-17-6
M't cargo, Via Canal. " " "	£0-16-3 to £0-17-6	£0-12-6 Old Scale
Seeds & Wheat " " "	.....	.....
Havre—M't cargo, " " "	£0-19	£0-19-0
Seeds & Wheat " " "	" 0-18 to 0-18-3	£0-18-0
Antwerp—M't cargo " " "	£0-18	£0-16-6
Seeds & Wheat " " "	£0-17	£0-16-6
Hull " " "	£0-16-6 to £0-17	£0-16-6
Dunkirk " " "	£0-18	£0-18-0
Trieste & Venice—M't cargo " " "	£2-2-6 at 2s. Ex.	£2-2-6 at 2s. Ex.
Seeds & Wheat " " "	£2-2-6	.....
Marseilles and Genoa—M't cargo, " " "	.....	.....
Via Canal. " " "	£0-17	£0-16-6
Seeds & Wheat " " "	£0-17	£0-16-6
China, Steamer " " "	Rs. 10 to 12	Rs. 10 to 12
Australia " " "	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 16th July.	Week ending 23rd July.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer ...	1s. 4 3/32d.	1s. 4 3/32d.
" " Sight	1s. 4½d.	1s. 4 3/32d.
" " 3 m'ths'	1s. 4 5/32d.	1s. 4 5/32d.
" " 4 " "	1s. 4 3/16d.	1s. 4 3/16d.
" " 6 " "	1s. 4¼d.	1s. 4¼d.
First class Credits ... 3	1s. 4¼d.	1s. 4 7/32d.
" " ... 6	1s. 4 11/32d.	1s. 4 11/32d.
Documents ... 3	1s. 4¼d.	1s. 4 7/32d.
" " ... 6	1s. 4½d.	1s. 4½d.
Paris Francs Mercan-		
tile Bills... 3	1-71½	1-71½
" " 6	1-72¾	1-72¾
On Calcutta Bank Telegraphic		
Transfer... ..	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight.	220¼	221
Eng. Bar Gold, 100 touch (pertola)	Rs. 23-10-6	Rs. 23-12-3
Sovereigns	" 14-15-6	" 15-1-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	5 per cent.	5½ per cent.
" of Interest on Demand		
Loans on Govt. Securities.	4 "	4 "
Rate of Discount in the open		
Market on Govt. Securities ...	4 "	4 "
Money Market	Firm.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 9/16	Rs. 100¾
Four-and-a-half per cents ...	" 105	" 105
IMPORTS.		
PIECE GOODS—	Market	Very quite; but prices steady.
7lbs 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Quiet but steady
8¼lbs. " " " "	" 3-3 to 4-15	Rs. 2-11 to 3-13
3lbs. 30-32 in. Madapollams, " "	" 1-6 to 1-10	" 3-3 to 4-15
No. 40s. Mule Twist, per lb. ...	As. 8½ to 9 7/16	" 1-6 to 1-10
No. 30s. Water, " " " "	" 8½ to 8¾	As. 8½ to 9½
Copper Braziers, (in bundles) (per cwt)	Rs. 52½ ready; 52 to arrive.	" 8½ to 8¾
Yellow Metal, (in cases) (per cwt)	Rs. 45 ready; 4½ to arrive	Rs. 54 ready; 54 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	" 27½ to 28½	Rs. 46½ ready; 46½ to arrive.
Staffordshire Bar Iron, " " "	" 29½ to 30½	Rs. 27½ to 28½
Swedish Bar Iron, " " "	" 41½ to 42½	" 29½ to 30½
Davison's West Hartley Coal, (per ton) alongside.	Rs. 22 ready; 22 forward.	" 41½ to 42½
Welsh Hartley Coal, (per ton) "	Rs. 21 ready; 21 forwd.	Rs. 23 ready; 23 forward.
Cardiff Coal, " "	" 23½ d. 23½ do.	Rs. 21 ready; 21 forwd.
EXPORTS.		
COTTON—	Market	Quiet
per candy.		Quiet ready but steady.
Broach, ... Fine...	.....	.....
Do. ... F.G....	.....	.....
Do. ... Good...	Rs. 223 March.	Rs. 225 March
Hingunghat ... Good...	.....	.....
Do. ... F.G....	.....	.....

QUOTATIONS.	Week ending 30th July.	Week ending 6th August.
EXCHANGE.		
On England, Bank Bills, Tel.	Transfer Is. 4½d.	Is. 4 1/16d.
" " Sight	Is. 4½d.	Is. 4 3/32d.
" " 3 m'ths "	Is. 4 3/16d.	Is. 4 5/32d.
" " 4 " "	Is. 4 7/32d.	Is. 4 3/16d.
" " 6 " "	Is. 4 9/32d.	Is. 4½d.
First-class Credits ... 3 " "	Is. 4 9/32d.	Is. 4 7/32 to ½d.
" " 6 " "	Is. 4½d.	Is. 4½d.
Documents ... 3 " "	Is. 4 9/32d.	Is. 4½d.
" " 6 " "	Is. 4 13/32d.	Is. 4 13/32d.
Paris Francs Mercan-		
tile Bills... 3 " "	1-71½	1-71½
" " 6 " "	1-73	1-72½
On Calcutta Bank Telegraphic		
Transfer	100 1/16	100 1/16
On China Mer'ile Bills, 60 days' Sight	22½	22½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-12-6	Rs. 23-12-3
Sovereigns... ..	" 15-1-9	" 15-3-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills... ..	5 per cent.	5½ per cent.
" of Interest on Demand		
Loans on Govt. Securities...	4 "	4 "
Rate of Discount in the open Mar-		
ket on Government Securities...	4 "	4 "
Money Market	Quiet.	Quiet.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100½	Rs. 100½
Four-and-a-half per cents. ...	" 105	" 105
IMPORTS.		
PIECE GOODS—	Market	Quiet, but steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8½ lbs. " " " "	" 3,3 to 5-0	" 3,3 to 5-0
3 lbs. 30-32 in Madapollams " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s Mule Twist, per lb. ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s Water " " " "	" 8½ to 8½	" 8½ to 8½
Copper (Braziers, (in bundles) (per cwt)	{ Rs. 53½ ready; 53½ Nml. to arrive.	Rs. 54½ ready; 54½ to arrive.
Yellow Metal, (in cases) (per cwt)	{ Rs. 47½ ready; 47½ Nml. to arrive.	Rs. 48 ready; 48 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27½ to 28½	Rs. 27½ to 28½
Staffordshire Bar Iron, " " " "	" 29½ to 30½	" 29½ to 30½
Swedish Bar Iron, " " " "	" 41½ to 42½	" 41½ to 42½
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 22 ready; " 22 forward.	Rs. 21 Ready) " 22½ Forward)
Welsh Hartley Coal, (per ton) "	" 21 Ready. 21 fwd.	Rs. 20½ Ready 21 do.
Cardiff Coal, (per ton) "	" 23 " 24 do.	" 22½ " 24 do.
EXPORTS.		
COTTON—	Market	Quiet, but steady.
Broach, ...	per candy.	
Do.	Fine...	Rs. 239 Mar. Nl. (New)
Do.	F.G....	.....
Do.	Good..	Rs. 226 to 227 Mar. (New)
Hingunghant, ...	Good..	Rs. 228 to 249 Mar. Nl. (New)
Do.	F.G....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Comr

QUOTATIONS.	Week ending 13th August.	Week ending 20th August.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer ...	1s. 4 3/32d.	1s. 4 1/16d.
" " Sight	1s. 4 3/32d.	1s. 4 3/32d.
" " 3 m'ths' "	1s. 4 5/32d.	1s. 4 5/32d.
" " 4 " "	1s. 4 3/16d.	1s. 4 3/16d.
" " 6 " "	1s. 4 1/4d.	1s. 4 1/4d.
First-class Credits... 3	1s. 4 9/32d.	1s. 4 9/32d.
" " 6 " "	1s. 4 13/32d.	1s. 4 13/32d. ^c
Documents ... 3	1s. 4 9/32d.	1s. 4 9/32d.
" " 6 " "	1s. 4 7/16d.	1s. 4 13/32d.
Paris Francs Mercan-		
tile Bills... 3	1 72	1 72 1/2
" " 6 " "	1 73 1/2	1 73 1/2
On Calcutta Bank Telegraphic		
Transfer ...	100 1/16	100 3/32d.
On China Mer'tile Bills, 60 days' Sight	221	221
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-13	Rs. 23-14
Sovereigns... ..	" 15-4	" 15-3
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	5 1/2 per cent.	5 1/2 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	4 " "	4 " "
Rate of Discount in the open		
Market on Govt. Securities ...	3 1/2 " "	3 " "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100 1/2	Rs. 100 1/2
Four-and-a-half per cents. ...	" 105	" 104 1/2
IMPORTS.		
PIECE GOODS—	Market	{ Moderate enquiry; rates steady. Quiet and rates unchanged
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8 1/2 lbs. " " " " " "	" 6-3 to 5-0	" 3-3 to 5-0
3lbs. 30-32 in Madapolams " " " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
No. 30s, Water " " " "	" 8 1/2 to 8 1/2	" 8 1/2 to 8 1/2
Copper Braziers, in (bundles) (per cwt.)	Rs. 5 1/4 ready; 5 1/4 to arrive.	Rs. 5 1/4 ready; 5 1/4 to arrive.
Yellow Metal, (in cases) (per cwt.)	Rs. 48 ready; 48 to arrive.	Rs. 48 ready; 48 to arrive.
Welsh Bar Iron, (per candy of		
746 1/2 lbs.)	Rs. 27 1/2 to 28 1/2	Rs. 27 1/2 to 28 1/2
Staffordshire Bar Iron, " " " "	" 29 1/2 to 30 1/2	" 29 1/2 to 30 1/2
Swedish Bar Iron, " " " "	" 41 1/2 to 42 1/2	" 41 1/2 to 42 1/2
Davidson's West Hartley Coal, (per		
ton) alongside.	" 22 ready; 22 1/2 forw'd.	" 22 ready; 22 1/2 forw'd.
Welsh Hartley Coal, (per ton) "	" 20 " 21 "	" 21 " 21 1/2 "
Cardiff Coal, (per ton) "	" 23 " 24 "	" 23 1/2 " 24 1/2 "
EXPORTS.		
COTTON—	Market	Steady.
per candy.		Steady.
Broach Fine...		Nominal.
Do. F.G....	{ Rs. 239 to 240 Mar. Nml. (New)	Rs. 238 (New) March
Do. Good..	Rs. 230 March (New)	" 229 do. "
Hingunghaut Good..		" 225 Dec.-Jan. (New)
Do. F.G....		" 230 do. "

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 13th August.	Week ending 20th August.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.		
Oomrawuttee, Good, staple Fine		Nominal, Ready
" " F.G....	Rs. 215 Ready	R. 217 "
" " Good...	" 208 "	" 210 "
" " F.G.F.	" "	" "
Khandesh, ... Fine...	" "	" "
" " F.G....	Rs. 204 "	Rs. 204 "
" " Good...	" 197 "	" 200 "
" " F.G.F.	" "	" 193 "
Belatee, ... Fine...	Rs. 205 "	" 210 "
" " F.G....	" 200 "	" 202 "
" " Good...	" 197 "	" 197 "
Dhollera, ... Fine...	" "	" "
" " F.G....	R. 214 "	Rs. 216 "
" " Good...	" 205 "	" 210 "
" " F.G.F.	" 198 " Noml.	" 195 "
Bengals, ... Fine...	" 196 "	" 196 " NI.
" " F.G....	" 190 "	" 190 " "
" " Good...	" 184 to 185 Ready	" 185 to 186 " "
" " F.G.F.	" "	" "
Dharwar (S.G.), ... Good...	Rs. 207 to 208 "	Rs. 210 " NI.
" " F.G.F.	" 202 "	" "
Westerns, ... Good...	" 203 to 204 Ready.	Rs. 204 to 205 Ready
" " F.G.F.	(ready)	(Ready)
Gingelly Seed, White (per cwt.)...	" "	" "
" Mixed	" "	" "
Linseed, Bold	Rs. 6-10-6 (Old crop)	Rs. 6-12-6 (Old Crop)
" Small Seed	" 6-6 "	" 6-9 "
Rapeseed, Gujerat Yellow	" 7-5 "	" 8 } Nominal "
" R-d Cawnpore	" 6-8 "	" 7 }
Poppy Seed	" 7-7 "	" 7-10 "
Groundnuts	" 6 1/4 "	" 6-15-3 "
Wheat, White Pessy	" 4-11 to 4-12 "	" 4-11 to 5-0 "
" Khabri Pessy	" "	" "
" Ahmedabad (Soft Red)	" 4-6 "	Rs. 4-7 Nominal "
" Laskari	" 4-3 "	" 4-3 "
" Hard Yellow	" 4-5 "	" 4-5 "
" Khandwa	" "	" "
" Delhi No. 1 White Pessy	" 4-9 "	Rs. 4-12 "
" Red	" 4-4 "	" 4-5 "
" Hard Red Khatha	" 4-0 "	" 4-2 "
" Nagpore Khathi	" 4-2 "	" 4-1 "
Opium, (Malwa), per chest, Old...	" 1,315 "	" 1,315 "
" New	" 1,275 "	" 1,285 "
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	" "	" "
" " Suez Canal, (per ton 40 feet)	" "	" "
" Seeds and Wheat...	£1-2-6	£1-2-6
London—M'ment cargo, P. & O. Co.	£1 to £1-1-3	£1-1-3
" Seeds & Wheat	£1-0-0	£-2-6
" M'ment cargo, Via Canal...	£-17-6 old scale	£0-16-9 Old Scale
" Seeds and Wheat	" "	" "
Havre—M'ment cargo	£1-1-3	£1-2-6
" Seeds and Wheat	£1-0-0	£1-1-3
Antwerp—M'ment cargo	£-1-3	£1-2-6
" Seeds and Wheat	£1 0-0	£1-1-3
Hull	" "	" "
Dunkirk	£1-1-3	£1-2-6
Briest & Venice—M'ment cargo,	" "	" "
" Seeds & Wheat	" "	" "
Marseilles and Genoa—M'ment cargo,	" "	" "
" Via Canal...	£1-7-6 at 2s Ex	£1-2-6
" Seeds & Wheat	£1-3-9 to £1-5 at 2s. Ex.	£1-1-3
China, Etc. mer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 20	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 27th August.	Week ending 3rd September.
EXCHANGE.		
On England, Bank Bills, Tel.		
Transfer...	1s. 4 1/16d.	1s. 4 1/8d.
" " Sight	1s. 4 3/32d.	1s. 4 1/4d.
" " 3 m'ths	1s. 4 5/32d.	1s. 4 3/16d.
" " 4 " "	1s. 4 3/16d.	1s. 4 7/32d.
" " 6 " "	1s. 4 9/32d.	1s. 4 5/16d.
First-class Credits...	1s. 4 9/32d.	1s. 4 5/16d.
" " 3 " "	1s. 4 13/32d.	1s. 4 7/16d.
Documents ...	1s. 4 9/32d.	1s. 4 5/16d.
" " 6 " "	1s. 4 13/32d.	1s. 4 15/32d.
Paris Francs Mer'tile		
Bills 3 " "	1-72	1-72 1/2
" 6 " "	1-73 1/4	1-73 1/4
On Calcutta Bank Telegraphic		
Transfer ...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight	221	221
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-13	Rs. 23-13-6
Sovereigns ...	" 15-1-6	" 15-1-0
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	4 1/2 per cent.	4 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	4 " "	4 " "
Rate of Discount in the open		
Market on Govt. Securities ...	3 " "	2 1/2 " "
Money Market ...	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents. ...	Rs. 100 3/4	Rs. 100 3/4
Four-and-a-half per cents. ...	" 104 1/4 Nominal	" 104 1/4 Nominal.
IMPORTS.		
PIECE GOODS—	Market	Quiet, but steady.
7 lbs 37-30 in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8 1/2 lbs. " " " "	" 3-3 to 3-5	" 3-3 to 5-0
3 lbs. 30-32 in. Madpollams " "	" 1-6 to 1-10	" 1-6 to 1-10
No. 40s Mule Twist per lb.	As. 8 1/4 to 9 1/4	As. 8 1/4 to 9 1/4
No. 30s Water " " "	" 8 1/4 to 8 1/2	" 8 1/4 to 8 1/2
Copper Braziers, (in bundles) per cwt.	Rs. 5 1/4 ready; 5 1/2 to arrive.	Rs. 5 1/4 ready; 5 1/2 to arrive.
Yellow Metal, (in cases) per cwt.	{ Rs. 47 to 47 1/2 ready; 47 to 47 1/2 to arrive.	{ Rs. 47 ready; 46 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 27 1/2 to 28 1/2	Rs. 27 1/2 to 28 1/2
Staffordshire Bar Iron " " "	" 29 1/2 to 30 1/2	" 29 1/2 to 30 1/2
Swedish Bar Iron " " "	" 41 1/2 to 42 1/2	" 41 1/2 to 42 1/2
Davison's West Hartley Coal (per ton) alongside	(Ready) (Forward)	(Ready) (Forward)
Welsh Hartley Coal, (per ton) "	Rs. 21 1/2 " 21	Rs. 22 Nl.; Rs. 22 1/2 to 23
Cardiff Coal, " " "	" 23 " 23	" 2 1/2 " 23
EXPORTS.		
COTTON—	Market	Firm and advancing.
per candy.	Very Firm.	
Broach, ...	Rs. 236 March (New)	Rs. 230 to 240 March (New)
Do. ...	.....	" 233 to 234 " "
Do. ...	Rs. 226 March " "	" 230 March (New)
Hingunghaut, ...	.....	.....
Do. ...	Rs. 230 forward " "	" 230 January (New)

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 27th August.	Week ending 3rd September.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.		
Oomrawuttee, Good staple Fine	.....	.....
" " F.G....	Rs. 195 Feb.-March	
" " Good...	" 190 "	Rs. 212 Ready
" " F.G.F.	.....	" 207 "
Khandeish Fine...	.....	.....
" " " F.G....	.....	.....
" " " Good...	.....	Rs. 206 Ready
" " " F.G.F.	.....	" 197 to 198 "
Belatee, ... Fine...	.....	" 206 "
" " " F.G....	.....	" 200 "
" " " Good...	.....	" 196 "
Dhollera, ... Fine...	Rs. 216 May, New	" 220 May, (New)
" " " F.G....	.....	" 209 "
" " " Good...	Rs. 205 Ready	" 207 Ready
" " " F.G.F.	" 196 May (New)	" 198 "
Bengals, ... Fine...	" 186 Dec.; Rs. 181 Jan.	" 186 Jan., (New)
" " " F.G....	" 191 Ready	" 192 Ready
" " " Good...	" 183 "	" 184 "
" " " F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 210 Ready	Rs. 210 Ready
" " " F.G.F.	" 203 "	" 203 "
Westerns, ... Good...	" 208 "	Rs. 206 "
" " " F.G.F.	" 200 (Ready)	" 200 (Ready)
Gingelly Seed, White (per cwt.)...	.....	Rs. 8-3 (Old Crop)
Linseed, Bold Mixed	.....	" 7-15 "
" " Small Seed	Rs. 6-12 (Old Crop)	" 6-11 "
Rapeseed, Gujarat Yellow	" 6-8 "	" 6-10 "
" " Red Cawnpore	" 7-12 to 7-14 "	" 7-12 "
Poppy Seed	" 6-14 t. 7-0 "	" 6-11 "
Groundnuts	" 7-10 "	" 7-8 "
Wheat, White Pessy	" 7-0 "	" 6-14-6 "
" " Khabri Pessy	" 5-4 "	" 5-2-6 "
" " Ahmedabad (Soft Red)	" 5-3 "	" 5-1-8 "
" " Laskari	Rs. 4-3 to 4-4 "	" 4-8 "
" " Hard Yellow	" 4-7 to 4-8 "	" 4-1 to 4-5 "
" " Khandwa	" " "	" 4-7 to 4-8 "
" " Delhi No. 1 White Pessy	Rs. 5-0-6 "	" 4-15-6 "
" " Red	" 4-8 "	" " "
" " Hard Red Khatha	" 4-1 to 4-2 "	" 4-2 "
" " Nagpore Khathi	" 4-9-6 "	" " "
Opium, (Malwa) per cneet, Old	" 1,310 "	" 1,310 "
" " new	" 1,285 (Ready)	" 1,285 (Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.....	.....
" " " Suez Canal (per ton of 40 feet).	.....	£1-5-0
" " Seeds and Wheat	.....	£1-3-9
London—M'ment cargo P. & O. Co.	£1-2-6	£1-0-0
" " Seeds & Wheat	.....	£1-1-3 Old scale
" " M'ment cargo, " Via Canal	.....	.....
" " Seeds Wheat	.....	.....
Havre—M'ment cargo,	£1-2-6	.....
" " Seeds & Wheat	.....	£1-5-0
Antwerp—M'ment cargo	.....	£1-5-0
" " Seeds & Wheat	.....	£1-5-0
Hull	.....	£1-5-0
Dunkirk	£1-3-9	.....
Trieste & Venice—M'ment cargo,	.....	.....
" " Seeds & Wheat	.....	.....
Marseilles and Genoa—M'ment cargo.	.....	.....
" " " Via Canal	£1-3-9	£1-5-0
" " " Seeds & Wheat	£1-2-0	£1-3-9
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com-

QUOTATIONS.	Week ending 11th September.	Week ending 20th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	ls. 4 9/32d.	ls. 4 17/32d.
" " " Sight	ls. 4 5/16d.	ls. 4 9/16d.
" " " 3 m'ths "	ls. 4 3/4d.	ls. 4 21/32d.
" " " 4 " "	ls. 4 13/32d.	ls. 4 11/16d.
" " " 6 " "	ls. 4 15/32d.	ls. 4 7/8d.
First-class Credits ... 3 " "	ls. 4 1/2d.	ls. 4 13/16d.
" " " 6 " "	ls. 4 11/16d.	ls. 5d.
Documents ... 3 " "	ls. 4 17/32d.	ls. 4 27/32d.
" " " 6 " "	ls. 4 23/32d.	ls. 5 1/32d.
Paris Francs Mercan- tile Bills... 3 " "	1'74 1/2	1'78 1/2
" " " " 6 " "	1'76	1'79 1/2
On Calcutta Bank Telegraphic Transfer ...	100 1/16	100 1/2
On China Mer'ile Bills, 60 days' Sight	221 1/2	222
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-11	Rs. 23-9
Sovereigns ...	" 15-0	" 14-10-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills ...	5 per cent.	6 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	4 "	5 "
Rate of Discount in the open Market on Govt. Securities ...	3 "	5 "
Money Market ...	Steady.	Steady.
GOVERNMENT SECURITIES.		
Four per cents. ...	Rs. 101	Rs. 100
Four-and-a-half per cents. ...	" 10 1/2	" 10 5/8
IMPORTS.		
PIECE GOODS—	Market	Quiet, but steady.
7 lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	{ Quiet, and prices slightly easier.
8 1/2 lbs. " " "	" 3-3 to 5-0	Rs. 2-11 to 3-13
3 lbs. 30-32in. Madapollams " "	" 1-6 to 1-10	" 3-3 to 5
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	" 1-5-6 to 1-9-6
No. 30s Water " " "	" 8 to 9	As. 8 1/2 to 9 1/2
Copper Braziers, (in bundles) per cwt	Rs. 54 1/2 ready; 54 to arrive.	" 8 to 9 1/2
Yellow Metal, (in cases) "	Rs. 46 1/2 ready; 46 to arrive.	Rs. 53 1/2 ready; 53 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 27 1/2 to 28 1/2	" 47 1/2 ready; 48 to arrive.
Staffordshire Bar Iron, " " "	" 29 1/2 to 30 1/2	Rs. 27 to 28
Swedish Bar Iron, " " "	" 41 1/2 to 42 1/2	" 29 to 30
Davidson's West Hartley Coal, (Ready) (Forward)	Rs. 23 Rs. 22 1/2	" 41 to 42
(per ton) alongside.	" 21 " 21 to 21 1/2	(Ready) (Forward)
Welsh Hartley Coal, (per ton) "	" 24 1/2 " 24 1/2	Rs. 23 Rs. 22
Cardiff Coal, " "		" 23 " 21
		" 24 " 24
EXPORTS.		
COTTON—	Market	Firm.
Broach, ... Fine...	Rs. 243 March (New)	Quiet but Firm.
Do. ... F.G....	" 238 "	Rs. 241 March (New)
Do. ... Good...	" 232 "	" 236 "
Hingunghaut, ... Good...	.....	" 212 ready.
" " " F.G....	.....	Rs. 235 Jan.-Feb. (New)

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 11th September.	Week ending 20th September.
EXPORTS.—<i>contd.</i>		
COTTON— [Per candy.		
Oomrawuttee, Good staple Fine.	Rs. 221 March (Barsi)	Rs. 212 Ready
" " F.G. ...	" 215 Ready	" 205 " [gam, good]
" " F.G.F. ...	" 209 "	" 207 Mar. New (Kham-
Khandeish, ... Fine ...	Rs. 210 Feb., (New)	Rs. 205 March, (New)
" " G od ...	" 206 to 208 Ready	" 204 Ready
" " F.G.F. ...	Rs. 208 Ready	Rs. 202 Ready
Belatee, ... Fine ...	" 205 "	" 220 New, Forward
" " F.G. ...	" 201 "	" 212 Ready
Dhollera, ... Fine ...	" 222 May, (New)	" 204 "
" " F.G. ...	" 213 "	" 197 "
" " Good ...	" 204 Ready	" 189 Jan. (New)
" " F.G.F. ...	" 198 "	" 190 Ready
Bengals, ... Fine ...	" 190 "	" 184 "
" " F.G. ...	" 185 "	" 178 "
" " Good ...	" 178 to 180 "	" 208 "
" " F.G.F. ...	" 175 "	Rs. 203 Ready
Dharwar (S.G.), ... Good ...	Rs. 205 to 206 Ready.	(Ready)
Westerns, ... F.G.F. ...	(Ready)	(Ready)
" " F.G.F. ...		
Gingelly Seed, White (per cwt.) ...	Rs. 6-12 (Old crop)	Rs. 6-10-8 (Old crop)
Linseed, Bold Mixed ...	" 6-10 "	" 6-8-6 "
" Small Seed ...	" 7-14 "	" 7-14 "
Rapeseed, Gujerat Yellow ...	" 6-15 "	" 6-12 "
" Red Cawapore ...	" 7-9 "	" 7-7 "
Poppy Seed ...	Rs. 5-3-6 "	Rs. 5-0-6 "
Groundnuts ...	" 4-10 "	" 4-15-6 "
Wheat, White Pessy ...	" 4-4 "	" 4-8-6 "
" Khabri Pessy ...	" 4-3 "	Nominal "
" Ahmabad (Soft Red) ...	Rs. 5-0 "	Rs. 4-11 "
" Luskari ...	" 4-9-6 "	" 4-6-6 "
" Hard Yellow ...	" 4-2-6 "	" 4-4 "
" Khandwa ...	" 4-9 "	" 4-6 "
" Delhi No. 1 White Pessy ...	" 1,320 "	" 1,330 "
" Red ...	" 1,300 "	" 1,350 "
" Hard Red Khattha ...	(Ready)	(Ready)
" Na pore Knathi ...		
Opium, (Malwa) per chest, Old ...		
" " New ...		
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	£1-7-6	£1-6-3
" " Suez Canal, (per ton of 40 feet).	£1-8-9	£1-5
" Seeds & Wheat ...	£1-7-6	£1-7-6
London—M't cargo, P. & O. Co.	£1-7-6	£1-1-3 Old scale
" Seeds & Wheat ...	£1-7-6	£1-7-6
" M't cargo, Via Canal ...	£1-7-6	£1-7-6
" Seeds and Wheat ...	£1-7-6	£1-7-6
Havre—M't cargo ...	£1-7-6	£1-7-6
" Seeds and Wheat ...	£1-7-6	£1-7-6
Antwerp—M't cargo ...	£1-7-6	£1-7-6
" Seeds & Wheat ...	£1-7-6	£1-7-6
Hull ...	£1-6-3	£1-7-6
Dunkirk ...	£1-7-6	£1-7-6
Trieste & Venice—M't cargo, ...	£1-10 } at 2s. Ex.	£1-15 at 2s. Ex.
" " Seeds & Wheat, ...	£1-10 }	£1-15 at 2s. Ex.
Marseilles and Genoa—M't cargo ...	£1-2-6 to 1-5	£1-3-9
" " Seeds & Wheat ...	£1-2-3 to 1-5	£1-3-0
China, Steamer ...	Rs. 10 to 12	Rs. 10 to 12
Australia ...	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com-

QUOTATIONS.	Week ending 27th September.	Week ending 4th October.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4½d.	1s. 4 15/32d.
" " Sight	1s. 4 13/32d.	1s. 4½d.
" " 3m'ths'	1s. 4½d.	1s. 4 9/16d.
" " 4 " "	1s. 4 9/16d.	1s. 4½d.
" " 6 " "	1s. 4½d.	1s. 4 11/16d.
First class Credits...	3 " "	1s. 4 23/32d.
" " ... 6 " "	1s. 4 13/16d.	1s. 4 29/32d.
Documents ... 3 " "	1s. 4 21/32d.	1s. 4½d.
" " ... 6 " "	1s. 4 27/32d.	1s. 4 15/16d.
Paris Francs Mercan-		
tile Bills... 3 " "	1 76½	1 77
" " 6 " "	1 77½	1 78½
On Calcutta Bank Telegraphic		
Transfer... " "	100 3/32	100½
On Ch na Mer'ite Bil's 60 days' Sight	222	222½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23.8	Rs. 23.5-6
Sovereigns... " "	14-12	14-11
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	6 per cent.	7 per cent.
" of Interest on Demand		
Loans on Govt. Securities	5 "	6 "
Rate of Discount in the open		
Market on Govt. Securities	5 "	6 "
Money Market	Steady.	Firm.
GOVERNMENT SECURITIES.		
Four per cent. " "	Rs. 99 13/16	Rs. 99 7/16
Four-and-a-half per cents	10½	10½
IMPORTS.		
Piece Goods—	Market Quiet, but steady.	{ Steady, with small business doing.
7lbs 37-39in. Grey Shirtings, (per piec.)	Rs. 2.11 to 3.13	Rs. 2.11 to 3.13
8½lbs. " " " "	3.3 to 5-0	3.3 to 5-0
3lbs. 30-32 in. Madapollams, " "	1.5-6 to 1-9-6	1.5-6 to 1-9-6
No. 40s. Mule Twist, per lb. "	As. 8½ to 9½	As. 8½ to 9½
No. 30s. Water, " " "	8 to 9½	8 to 9½
Copper Braziers, (in bundles) per cwt.	Rs. 53½ ready; 53½ to arrive	Rs. 54½ ready; 54 to arrive
Yellow Metal, (in cases) per cwt.	Rs. 47½ ready; 48 to arrive.	Rs. 47 ready; 46½ to arriv
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27 to 28	27 to 28
Staffordshire Bar Iron, " " "	29 to 30	29 to 30
Swedish Bar Iron, " " "	41 to 42	41 to 42
Davison's, West. Hartley Coal,	(Ready)	(Ready)
(per ton)...	23 on bunder	Rs. 23 on bunder
Welsh Hartley Coal, " " "	22½	22½
Cardiff Coal, " " "	25	25
EXPORTS.		
COTTON—	Market Firm.	Quiet.
per candy.		
Broach, " " Fine...	Rs. 244 March (New)	Rs. 243 March (New)
Do. " " F.G....	239 " "	238 " "
Do. " " Good...	233 " "	233 " "
Hingunghaut " " Good...	.....	.....
Do. " " F.G....	237 Jan.-Feb. (New)	Rs. 237 Jan.-Feb. (New)

minutes of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 27th September.	Week ending 4th October.
EXPORTS—<i>contd.</i>		
COTTON— [per candy.		
Comrawuttee, Good staple, Fine	Rs. 225 March (New)	
" " F.G....	" 218 Ready	Rs. 221 March (Barsi)
" " Good....	" 210 "	" 208 Ready
" " F.G.F.	"	" 203 to 204 "
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 207 Feb.-Mar. (New)	" 206 to 207 Mar. (New)
" " Good....	" 204 Ready	" 202 (Ready)
" " F.G.F.	.....	" 195 to 196 "
Belatee, ... Fine...	Rs. 207 Feb.-Mar. (New)	" 207 Feb.-Mar. (New)
" " F.G....	" 202 "	" 200 "
" " Good....	" 200 Ready	"
Dholera, ... Fine...	" 220 May (New)	" 222 May (New)
" " F.G....	" 213 "	" 212 to 213 May (New)
" " Good....	" 205 Ready	" 204 to 205 Ready
" " F.G.F.	" 197 "	" 200 "
Bengals ... Fine...	" 193 Jan. (New)	.....
" " F.G....	" 190 Ready	" 190 Ready
" " Good....	" 182 "	" 180 "
" " F.G.F.	" 177 to 178 "	" 175 "
Dharwar (S.G.) ... Good...	" 206 to 207 "	" 203 May (New)
" " F.G.F.	.....	" 205 (Ready)
Westerns, ... Good	Rs. 204 Ready	" 203 to 204 (Ready)
" " F.G.F.	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)	.....	.....
Linseed, Bold Mixed	Rs. 6-11 (Old crop)	Rs. 6-11 (Old Crop)
" Small Seed	" 6-9 "	" 6-10 "
Rapeseed, Gujarat Yellow	" 7-15 "	" 7-14 "
" Red Cawnpore	" 6-14-6 "	" 6-11 "
Poppy Seed	" 7-7 "	" 7-5 "
Groundnuts	" 6-12-9 "	" 7-0 "
Wheat, White Pessy	" 5-2-6 "	" 5-5 "
" Khabri Pessy	" 5-1-6 "	" 5-4 "
" Ahmedabad (soft Red),	" 4-10 "	" 4-11 "
" Laskari	" 4-3 "	" 4-0 "
" Hard Yellow	" 4-7-6 "	" 4-3-0 "
" Khandwa	" .....	.....
" Delhi No. 1 White Pessy,	" 4-15 "	Rs. 5-0-6 "
" Red	" 4-7-6 "	" 4-3 "
" Hard Red Khatha	" 4-3 "	" 4-3 "
" Nagpore Kabthi	" 4-7 "	" 4-12 "
Opium, (Malwa) per chest, Old	" 1,420 to 1,429 "	" 1,450 "
" New	" 1,405 to 1,424 "	" 1,425 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton	.....	.....
" " Suez Canal,	.....	.....
" " per ton of 40 feet).	.....	.....
" Seeds & Wheat...	£1-5	£1-7-6
London—M'ment cargo, P. & O. Co.	£1-4-6	£1-6-3
" Seeds & Wheat	£1-7-6	£1-10
" M'ment cargo, Via Canal.	£1-2-6 Old Scale	£1-2-6 Old Scale
" Seeds and Wheat	.....	.....
Havre—M'ment cargo	.....	£1-10
" Seeds and Wheat	.....	£1-8-9
Antwerp—M'ment cargo	.....	£1-10
" Seeds and Wheat	.....	£1-8-9
Hull	.....	£1-8-9
Dunkirk	£1-10	£1-8-9
Trieste & Venice—M't. cargo,	£1-15 at 2s. Ex.	£1-15 at 2s. Ex.
" " Seeds & Wheat,	.....	.....
Marseilles and Genoa—M't. cargo	.....	.....
" Via Canal.	£1-5	£1-7-6
" Seeds & Wheat,	£1-3	£1-5
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 30	" 30

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 11th October.	Week ending 18th October.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4 13/32d.	1s. 4 13/32d.
" " Sight	1s. 4 7/16d.	1s. 4 7/16d.
" " 3 m'ths'	1s. 4 9/16d.	1s. 4 17/32d.
" " 4 " "	1s. 4 19/32d.	1s. 4 9/16d.
" " 6 " "	1s. 4 11/16d.	1s. 4 21/32d.
First class Credits... 3 " "	1s. 4 11/16d.	1s. 4 21/32d.
" " 6 " "	1s. 4 11/16d.	1s. 4 27/32d.
Documents " " 3 " "	1s. 4 11/16d.	1s. 4 11/16d.
" " 6 " "	1s. 4 29/32d.	1s. 4 11/16d.
Paris Francs Mercan- tile Bills... 3 " "	1'76 $\frac{1}{2}$	1'76
" " 6 " "	1'78 $\frac{1}{2}$	1'77 $\frac{1}{2}$
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'ile Bills, 60 days' Sight.	222	221
Eng. Bar. Gold, 100 touch (per tola)	Rs. 23.5-6	Rs. 23.5-6
Sovereigns	" 14-11	" 14-11
RATES OF DISCOUNTS.		
Bank Rate of Discount on Private Bills...	8 $\frac{1}{2}$ per cent.	8 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	7 " "	7 " "
Rate of Discount in the 'open Market on Govt. Securities ...	7 " "	5 $\frac{1}{2}$ " "
Money Market	Tight	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98 $\frac{1}{2}$	Rs. 98 15/16
Four-and-a-half per cents ...	" 104 Nominal	" 104 Nominal
IMPORTS.		
PIECE GOODS—	Market	Quiet.
7lbs 37-36in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8 $\frac{1}{2}$ lbs. " " " " "	" 3-3 to 5	" 3-3 to 5-0
3lbs. 30-32in. Madapollams, " "	" 1-5-6 to 1-9-6	" 1-5-6 to 1-9-6
No. 40s. Mule Twist, per lb. ...	As. 8 $\frac{1}{2}$ to 9 $\frac{1}{2}$	As. 8 $\frac{1}{2}$ to 9 $\frac{1}{2}$
No. 30s Water, " " "	" 8 to 9 $\frac{1}{2}$	" 8 to 9 $\frac{1}{2}$
Copper (Braziers.) (in bundles) per cwt.	Rs. 54 $\frac{1}{2}$ ready; 54 to arrive.	Rs. 54 $\frac{1}{2}$ ready; 54 to arrive.
Yellow Metal, (in cases) per cwt.	" 47 ready; 46 $\frac{1}{2}$ to arrive.	Rs. 48 ready; 47 $\frac{1}{2}$ to arrive.
Welsh Bar Iron, (per candy of 746 $\frac{1}{2}$ lbs.)	Rs. 27 to 28	Rs. 27 to 28
Staffordshire Bar Iron, " " "	" 29 to 30	" 29 to 30
Swedish Bar Iron, " " "	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton).	(Ready) " 24 on bunder.	(Ready) " 24 on bunder
Welsh Hartley Coal, (per ton) ...	" 23 $\frac{1}{2}$ " "	" 23 do.
Cardiff Coal, (per ton)	" 26 " "	" 26 do.
EXPORTS.		
COTTON—	Market	Quiet, but firm.
" " " " " "	per candy.	{ Quiet, but firm for ready Cotton. Future deliv- ries firm with an up- ward tendency.
Broach, ... Fine...	Rs. 245 March (New)	Rs. 245 to 246 Mar. (New)
Do. F.G....	" 240 " "	" 241 " "
Do. Good..	" 236 " "	" 237 " "
Hingunghant Good..	.....	.....
Do. F.G....	" 238 Jan.-Feb. (New)	Rs. 237 January (New)

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 11th October.	Week ending 18th October.
EXPORTS—<i>contd.</i>		
COTTON—		
Comrawuttee, Good staple Fine.	.....	.....
" " F.G....	Rs. 218 to 219 Mar. (New)	Rs. 224 to 225 Mar. (Barsi)
" " Good..	" 210 Ready	" 205 Ready
" " F.G.F.	" 204 to 205 "	" 198 to 200
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 208 March (New)	Rs. 215 to 216 Jan.
" " Good..	" 202 Ready	" 198 Ready
" " F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 207 Jan.-Feb. (New)	Rs. 205 January (New)
" " F.G....	" 200 " "	" 200 " "
" " Good..	" 195 " "	" 195 " "
Dhollera, ... Fine...	" 226 to 227 May (New)	" 225 May "
" " F.G....	" 216 to 217 " "	" 217 " "
" " Good..	" 205 to 206 Ready	" 204 Ready
" " F.G.F.	" 200 " "	.....
Bengals, ... Fine..	" 195 " "	Rs. 195 to 196 Jan. (New)
" " F.G....	" 190 " "	" 190 to 192 (Ready)
" " Good..	" 180 " "	" 180 to 182 "
" " F.G.F.	" 175 " "	" 175 to 177 "
Dharwar (S.G.), ... Good..	" 210 May-June (New)	" 210 to 211 May (New)
" " F.G.F.	" 203 to 204 Ready	" 205 to 206 Ready
Westerns, ... Good..	Rs. 203 to 204 Ready.	Rs. 204 Ready
" " F.G.F.	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)..	.....	Rs. 8-10 (Old crop)
" " Black	.....	" 7-12 "
Linseed, Bold	Rs. 6-12 (Old crop)	" 7-1 "
" " Small Seed	" 6-11 "	" 7-0 "
Rapeseed, Gujarat Yellow	" 7-15 "	" 8-4 "
" " Red Cawnpore	" 7-2 "	" 7-7 "
Poppy Seed	" 7-8 "	" 7-11 "
Groundnuts	" 7 "	" 7-0 "
Wheat, White Pessy	" 5-7 "	" 5-6 "
" " Khabri Pessy	" 5-6 "	" 5-5 "
" " Ahmedabad (Soft Red)	" 4-7 "	" 4-10 "
" " Laskari	" 4-1 "	" 4-6 "
" " Hard Yellow	" 4-8 "	" 4-8-6 "
" " Khandwa	.....	.....
" " Delhi No. 1 White Pessy	" 5-2 "	" 5-1 "
" " Red	" 4-10 "	" 4-10 "
" " Hard Red Khattha	" 4-3 "	" 4-3 "
" " Nagpore Khatbi	" 4-12 "	" 4-13 "
Opium, (Malwa) per chest, Old	" 1,475 "	" 1,475 "
" " New	" 1,450 "	" 1,450 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, per ton of 50 feet)	.....	.....
" " Suez Canal, per ton of 10 feet)	£1-7-6	£1-7-6
Seeds & Wheat	£1-6-3	£1-10
London—M't ment cargo, P. & O. Co.	£1-10	£1-5 Old scale
" " Seeds & Wheat	£1-3-9 Old scale	£1-10
" " M't ment cargo, Via Canal.	£1-10	£1-8-9
" " Seeds and Wheat	£1-7-6	£1-11-3
Havre—M't ment cargo	£1-10	£1-8-9
" " Seeds and Wheat	£1-8-9	£1-11-3
Antwerp—M't ment cargo	£1-10	£1-8-9
" " Seeds and Wheat	£1-8-9	£1-8-9
Hull	£1-8-9	£1-10
Dunkirk	£1-8-9	£1-15 at 2s. Ex.
Trieste & Venice—M't cargo,	£1-15 at 2s. Ex.	£1-12-6 at 2s. Ex.
" " Seeds & Wheat,	£1-12-6 at 2s. Ex.	.....
Marseilles and Genoa—M't cargo Via Canal.	£1-7-6	£1-8-9
" " Seeds & Wheat	£1-6-3	£1-7-6
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 50	" 50

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 25th October.	Week ending 1st November.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4½d.	1s. 4 7/16d.
" " Sight	1s. 4 17/32d.	1s. 4 15/32d.
" " 3m'ths' "	1s. 4½d.	1s. 4 9/16d.
" " 4 " "	1s. 4 21/32d.	1s. 4½d.
" " 6 " "	1s. 4½d.	1s. 4 11/16d.
First class Credits... 3 " "	1s. 4 23/32d.	1s. 4 11/16d.
" " 6 " "	1s. 4 15/16d.	1s. 4 27/32d.
Documents " 3 " "	1s. 4½d.	1s. 4 11/16d.
" " 6 " "	1s. 4 31/32d.	1s. 4½d.
Paris Frances Mercan-		
tile Bills... 3 " "	1-76½	1-76½
" " 6 " "	1-78½	1-77½
On Calcutta " Bank Telegraphic		
Transfer	100 3/32	100 3/32
On China Mer'ile Bills, 60 days' Sight	220½	221½
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-4-6	Rs. 23-6
Sovereigns	" 14-10-6	" 14-10-6
RATES OF DISCOUNT.		
Bank Rate of Discount on private		
Bills...	7½ per cent.	7 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	7 "	7 "
Rate of Discount in the open		
Market on Govt. Securities ... 6 " "		4½ " Easy.
Money Market	Easy.	Easy.
GOVERNMENT SECUKITIES.		
Four per cents.	Rs. 98 15/16	Rs. 98 13/16
Four-and-a-half per cents. ...	" 104	" 104 Nominal.
IMPORTS.		
PIECE GOODS—	Market	Quiet, but steady.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8½lbs. " " " "	" 3-3 to 5	" 3-3 to 5-0
3lbs. 30-32in. Madapollams, " "	" 1-5-6 to 1-9-6	" 1-5-6 to 1-9-6
No. 40s. Mule Twist, per lb. ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s. Water, " " "	" 8 to 9½	" 8 to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 55 ready; 55½ to arrive.	Rs. 55 ready; 55½ to arrive.
Yellow Metal, (in cases) (per cwt.)	" 48 ready; 48½ to arrive.	" 48 ready; 48½ to arrive.
Welsh Bar Iron, (per candy of		
746½ lbs.)	" 27 to 28	" 27 to 28
Staffordshire Bar Iron, " " "	" 29 to 30	" 29 to 30
Swedish Bar Iron, " " "	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per	(Ready)	(Ready)
ton)	" 25 alongside	" 25½ on bunder
Welsh Hartley Coal, (per ton) ...	" 24 "	" 24½ "
Cardiff Coal, (per ton) ...	" 26 "	" 23½ "
EXPORTS.		
COTTON—	Market	{ Steady for ready cotton.
	{ Steady for ready Cotton.	{ Future deliveries.-Quiet
	{ Future deliveries firm.	{ but steady.
per candy		
Broach, ...	Rs. 248 March (New)	Rs. 247 March (New)
Do.	" 243 " "	" 242 " "
Do.	" 238 " "	" 237 " "
Hingunghaut	" 235 January "	" 240 Dec.-Jan. (New)
Do.	" 240 " "	" 245 to 247 Dec.-Jan. "

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 25th October.	Week ending 1st November.
EXPORTS—<i>contd.</i>		
COTTON—		
Oomrawuttee, Good staple, Fine.	.....	Rs. 230 Nml. Mar. (New)
" " F.G....	Rs. 220 to 222 Nl. Feb.-Mar.	" 216 Ready
" " Good..	" 206 to 207 Ready	" 208 "
" " F.G.F.	" 199 to 200	" 200 "
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 214 to 216 March (New)	Rs. 213 March (New)
" " Good..	" 202 Ready	" 202 Ready
" " F.G.F.	.....	" 195 to 196
Belatee, ... Fine...	Rs. 207 to 208 Jan. (New)	" 211 Jan.-Feb. (New)
" " F.G....	" 203 " "	" 206 " "
" " Good..	" 198 " "	" 200 Ready
Dhollera, ... Fine...	" 228 Nl. May "	" 230 May (New)
" " F.G....	" 220 " "	" 220 " "
" " Good..	" 204 to 205 Ready	" 205 Ready
" " F.G.F.	" 200 " "	" 198 " "
Bengals, ... Fine...	" 197 January (New)	" 197 Jan. (New)
" " F.G....	" 190 Ready	" 190 Ready
" " Good..	" 185 to 186 " "	" 184 to 185 " "
" " F.G.F.	" 175 to 178 " "	" 175 " "
Dharwar (S.G.), ... Good..	" 214 to 215 May (New)	" 212 May (New)
" " F.G.F.	" 205 Ready	" 205 Ready
Westerns, ... Good..	" 203 to 204 " "	" 205 " "
" " F.G.F.	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)..	.....	Rs. 8-14 (Old Crop)
" " Black	" " "	" 8-10 "
Linseed, Bold	Rs. 7-1 (Old Crop)	" 6-12-6 "
" " Small Seed	" 6-15 "	" 6-11 "
Rapeseed, Gujarat Yellow	" 8-8 "	" 7-12 "
" " Red Cawnpore	" 7-7-6 "	" 7-2 "
Poppy Seed	" 7-14 "	" 7-13 "
Groundnuts	" 7-0 "	" 7-0 "
Wheat, White Pessy	" 5-6 "	" 5-5 "
" " Khabri	" 5-5 "	" 5-4 "
" " Ahmedabad (Soft Red),	" 4-12 "	" 4-12 "
" " Laskari	" " "	" 4-5-6 "
" " Hard Yellow	" 4-10-6 "	" 4-11 "
" " Khandwa	" " "	" " "
" " Delhi No. 1 White Pessy,	" 4-14-6 "	Rs. 5-0 "
" " Red	" " "	" 4-12 "
" " Hard Red Khatha	" " "	" 4-2-6 "
" " Nagpore Khathi	" 4-9-6 "	" 4-9 "
Opium, (Malwa) per chest, Old	" 1,570 "	" 1,565 "
" " New	" 1,545 "	" 1,545 "
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet)	.....	.....
" " Suez Canal,	.....	.....
" " (per ton of 40 feet).	£1-7-6	£1-7-6
" " Seeds & Wheat...	£1-7-6	£1-6-3
London—M't cargo, P. & O. Co.	£1-11-3	£1-10
" " Seeds & Wheat	Nil.	£1-5 Old Scale
" " M't cargo, Via Canal...	£1-11-3	£1-10
" " Seeds and Wheat	" 11-8-9	£1-7-6
Havre—M't cargo	" 11-3	£1-10
" " Seeds and Wheat	" 11-3	£1-7-6
Antwerp—M't cargo	" 11-3	£1-10
" " Seeds and Wheat	" 11-3	£1-8-9
Hull	" 11-3	£1-8-9
Dunkirk	" 11-3	£1-11-3
Trieste & Venice—M't cargo,	" 11-15 at 2s. Ex.	" 11-15 at 2s. Ex.
" " Seed & Wheat	" 11-15 at 2s. Ex.	" 11-12-6 at 2s. Ex.
Marseilles and Genoa—M't cargo	.....	.....
" " Via Canal,	£1-8-9	£1-7-6
" " Seeds & Wheat,	" 11-3	£1-7-6
China, Steamer	Rs. 10 to 12	Rs. 10-12
Australia	" 60	" 50

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 8th November.	Week ending 15th November.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4 17/32d.	1s. 4 15/32d.
" " Sight.	1s. 4 9/16d.	1s. 4 1/2d.
" " 3m'ths "	1s. 4 1/2d.	1s. 4 9/16d.
" " 4 " "	1s. 4 11/16d.	1s. 4 1/2d.
" " 6 " "	1s. 4 1/2d.	1s. 4 23/32d.
First class Credits...	3 " " 1s. 4 1/2d.	1s. 4 23/32d.
" " 6 " "	1s. 4 29/32d.	1s. 4 1/2d.
Documents " 3 " "	1s. 4 1/2d.	1s. 4 23/32d.
" " 6 " "	1s. 4 15/16d.	1s. 4 29/32d.
Paris Francs Mercan-		
tile Bills... 3 " "	1.77	1.76 1/2
" " 6 " "	1.78 1/2	1.78
On Calcutta Bank Telegraphic		
Transfer	100 3/32	100 3/32d.
On China Mer'ile Bills, 60 days' Sight.	221 1/2	220 1/2
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-5-3	Rs. 23-5
Sovereigns	" 14-10-6	" 14-10-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	8 per cent.	8 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	7 "	7 "
Rate of Discount in the Open		
Market on Govt. Securities ...	6 "	5 1/2 "
Money Market	Firm.	Firmer.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98 3/4	Rs. 98 5/16d.
Four-and-a-half per cents. ...	" 103 1/4	" 103 1/4
IMPORTS.		
PIECE GOODS—	Market	Moderate enquiry.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8 1/2lbs. " " " "	" 3-3 to 5-0	" 3-3 to 5-0
3lbs. 30-32in. Madapollams " "	" 1-5-6 to 1-9-6	" 1-5-6 to 1-9-6
No. 40s. Mule Twist, per lb. ...	As. 8 1/4 to 9 1/4	As. 8 1/4 to 9 1/4
No. 30s. Water, " " " "	" 8 1/4 to 9 1/4	" 8 1/4 to 9 1/4
Copper Braziers, (in bundles) per cwt.	Rs. 56 ready; 56 1/2 to arrive.	Rs. 56 ready; 56 1/2 to arrive.
Yellow Metal, (in cases) per cwt..	" 48 ready; 48 1/2 to arrive.	" 48 ready; 48 1/2 to arrive.
Welsh Bar Iron, (per candy of		
746 1/2 lbs.)	Rs. 27 to 28	" 28 to 30
Staffordshire Bar Iron, " " "	" 29 to 30	" 31 to 32
Swedish Bar Iron, " " "	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per	(Ready)	(Ready.)
ton).	" 25 on bunder	" 24 1/2 on bunder
Welsh Hartley Coal, (per ton) ...	" 23 1/2 "	" 23 1/2 "
Cardiff Coal, (per ton) ...	" 26 "	" 26 "
EXPORTS.		
COTTON—	Market	{ Quiet, but firm for ready Cotton. Future delive- ries—Firm.
per candy.		{ Quiet, but steady for ready Cotton. Future deliveries—Firm.
Broach, ... Fine...	Rs. 246 Feb.-Mar. (New)	Rs. 245 March (New)
Do. F.G....	" 241 " "	" 240 " "
Do. Good..	" 236 " "	" 234 " "
Hingunghaut Good..	.....	.....
Do. F.G....	" 245 to 246 New Rdy.	Rs. 246 ready (New)

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 8th November.	Week ending 15th November.
EXPORTS—<i>contd.</i>		
COTTON—		
Oomrawattee, Good staple Fine.	Rs. 228 Nl. Mar. (New)	.....
" " F.G....	" 220 March	Rs. 219 to 220 Mar. (New)
" " Good..	" 206 Ready	" 214 New
" " F.G.F.	" 201	.....
Khandeish, ... Fine...	.....	.....
" " F.G....	Rs. 229 (New) Ready	Rs. 221 to 226 (New) Ready
" " Good..	" 203	" 206 Feb. Mar. (New)
" " F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 212 Jan.-Feb. (New)	Rs. 215 January (New)
" " F.G....	" 206	" 214 (New) Ready.
" " Good..	" 200 to 201 Jan.-Feb. New	" 205 January (New)
Dholera, ... Fine...	" 228 Nomi. May	" 228 May (New)
" " F.G....	" 219 to 220	" 218
" " Good..	" 205 to 206 Ready	" 207 to 208
" " F.G.F.	" 200	.....
Bengals, ... Fine...	" 196 January (New)	Rs. 194 January (New)
" " F.G....	" 192 Ready	" 196
" " Good..	" 184	" 186 } (New) Ready
" " F.G.F.	" 175 to 180	.....
Dharwar (S.G.), ... Good...	" 212 May (New)	Rs. 205 Ready.
" " F.G.F.	.....	.....
Westerns, ... Good...	Rs. 203 to 205 Ready.	Rs. 204 to 205 Ready
" " F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-9-6 to 8-12-9	(Ready Old crop)
" Black	" 7-9-6 to 8-0	.....
Linseed, Bold	" 6-12	Rs. 6-13
" Small Seed	" 6-11	" 6-12
Rapeseed, Gujerat Yellow	" 8-2	" 8-0
" Red Cawnpore	" 7-0	" 7-3
Poppy Seed	" 7-11	" 7-11
Groundnuts	" 7-0	" 7-0
Wheat, White Pessy	" 5-6	" 5-5-6
" Khabri Pessy	" 5-5	" 5-4-6
" Ahmedabad (Soft Red)	" 	" 4-11
" Laskari	Rs. 4-4-6	" 4-6
" Hard Yellow	" 4-11	" 4-10-6
" Khandwa	" .....	.....
" Delhi No. 1 White Pessy	Rs. 5-0	Rs. 4-15-6
" " Red	" 4-10	.....
" Hard Red Khatha	" 4-3	Rs. 4-3-6
" Nagpore Khathi	" 4-8	" 4-7
Opium, (Malwa) per chest, Old	" 1,540	" 1,540
" New	" 1,520	" 1,540
" FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.....	.....
" " Suez Canal.	.....	.....
" seeds & Wheat..	£1-6-3	£1-8-9
London—M'ment cargo, P. & O. Co.	£1-7	£1-7-6
" Seeds & Wheat	£1-8-9	£1-8-9
" M'ment cargo, Via Canal.	£1-5 Old Scale	£1-6-3 Old Scale
" Seeds and Wheat	£1-8-9	£1-8-9
Havre—M'ment cargo	£1-7-6	£1-7-6
" Seeds and Wheat	£1-10	.....
Antwerp—M'ment cargo	£1-7-6	£1-11-3
" Seeds and Wheat	£1-10	.....
Hull	£1-8-9	£1-8-9
Dunkirk	£1-8-9	£1-8-9
Trieste & Venice—M't. cargo,	£1-10	£1-15 at 2s. Ex.
" " Seed & Wheat	£1-15 at 2s. Ex.	£1-12-6 at 2s. Ex.
Marseilles and Genoa—M't. cargo	£1-13-9 at 2s. Ex.	.....
" Via Canal.	£1-8-9	£1-7-6
" Seeds & Wheat	£1-7	£1-6-3
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 50	" 30

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 22nd November.	Week ending 20th November.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4 19/32d.	1s. 4 1/2d.
" " Sight	1s. 4 19/32d.	1s. 4 1/2d.
" " 3m'ths	1s. 4 21/32d.	1s. 4 1/2d.
" " 4 "	1s. 4 23/32d.	1s. 4 21/32d.
" " 6 "	1s. 4 13/16d.	1s. 4 1/2d.
First class Credits...	1s. 4 13/16d.	1s. 4 1/2d.
" " ... 6 "	1s. 4 31/32d.	1s. 4 29/32d.
Documents " ... 3 "	1s. 4 27/32d.	1s. 4 1/2d.
" " ... 6 "	1s. 5d.	1s. 4 15/16d.
Paris Francs Mercan-		
tile Bills... 3 "	1-77 1/2	1-76 1/2
" " 6 "	1-79	1-78 1/2
On Calcutta, Bank Telegraphic		
Transfer	100 1/32	100
On China, Mer'tile Bills, 60 days' Sight	220 1/2	220 1/2
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-4	Rs. 23-4-3
Sovereigns	" 14-10-6	" 14-10-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	9 per cent.	9 per cent.
" of Interest on Demand		
Loans on Govt. Securities.	7 "	7 "
Rate of Discount in the open		
Market on Govt. Securities ...	6 "	6 "
Money Market	Steady.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 98 1/16	Rs. 97 1/2
Four-and-a-half per cents ...	" 103 1/2	" 103 1/2 Nominal
IMPORTS.		
PIECE GOODS—	Market	Moderate enquiry.
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	{ Moderate enquiry at steady rates.
8 1/2 lbs. " " " "	" 3-3 to 5-0	Rs. 2-11 to 3-13
3lbs. 30-32in. Madapollams " "	" 1-5-6 to 1-9-6	" 3-3 to 5-0
No. 40s. Mule Twist, per lb. ...	As. 8 1/4 to 9 1/2	" 1-5-6 to 1-9-6
No. 30s. Water " " "	" 8 to 9 1/2	As. 8 1/4 to 9 1/2
Copper Braziers, (in bundles) per cwt...	Rs. 57 ready; 57 to arrive.	" 8 to 9 1/2
Yellow Metal, (in cases) " " "	" 47 1/2 ready; 47 1/2 to arrive.	Rs. 56 1/2 ready; 56 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 28 to 30	" 47 1/2 ready; 47 1/2 to arrive.
Staffordshire Bar Iron, " " "	" 31 to 32	Rs. 28 to 30
Swedish Bar Iron, " " "	" 42 to 43	" 31 to 32
Davison's West Hartley Coal, (per ton).	(Ready.)	" 42 to 43
Welsh Hartley Coal, (per ton) ...	" 24-1/2 on bunder.	(Ready)
Cardiff Coal, (per ton) ...	" 23 1/2 " "	Rs. 21 Alongside.
	" 26 " "	" 20 do.
		" 25 do.
EXPORTS.		
COTTON—	Market	{ Quiet, for ready Cotton.
per candy.	{ Future deliveries—	{ Future deliveries—
Broach, ... Fine...	Dull.	Steady.
Do. F.G....	Rs. 240 to 241 Mar. (New)	Rs. 237 March (New)
Do. Good...	" 235 March " "	" 231 " "
Hingunghaut Good...	" 230 " "	" 227 " "
Do. F.G....	" 245 ready (New.)	Rs. 238 Ready (New)

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 22nd November.	Week ending 29th November.
EXPORTS—<i>contd.</i>		
COTTON— [Per Candy.]		
Oomrawuttee, Good staple, Fine.		[New] Rs. 227 Jan. to 225 Feb. Mar.
" " F.G.	Rs. 223 to 224 (New) Ready	" 214 (New) Ready
" " Good..	" 218 to 219 " "	" 217 Jan. (New)
" " F.G.F.	.....	" 209 " "
Khandeish; ... Fine..	.....	.....
" " F.G.	Rs. 214 New Ready	Rs. 208 to Rs. 212 Ready
" " Good..	" 204 to 205 March (New)	" 203 to " 205 "
" " F.G.F.	.....	.....
Belat-e, ... Fine..	" 216 (New) Ready	Rs. 209 to Rs. 212 Ready
" " F.G.	" 211 (") "	" 204 to " 206 "
" " Good..	" 202 Jan.-Feb. (New)	" 195 Jan.-Feb. (New)
Dhollera, ... Fine..	" 224 to 225 May "	" 220 May (New)
" " F.G.	" 214 to 215 " "	" 209 " "
" " Good..	" 204 to 205 " "	" 202 Ready
" " F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 204 (New) Ready	Rs. 192 January (New)
" " F.G.	" 194 (") "	(Rs. 180 " "
" " Good..	" 184 (New) "	{ " 170 " "
" " F.G.F.	.....	.....
Dharwar, (S.G.) ... Good..	Rs. 210 May-June (New)	Rs. 203 Ready
" " F.G.F.	.....	.....
Westerns, ... Good..	Rs. 206 (Old) Ready	Rs. 204 Ready
" " F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	(Ready Old Crop)	(Ready Old crop)
" Black	.....	" 8-5
Linseed, Bold	.....	" 7-15
" " " "	Rs. 6-14-6	" 6-18
" " " "	" 6-13-0	" 6-12
Rapeseed, Gujarat Yellow	" 8-0	" 8-2
" " " "	" 7-2-6	" 7-5
Poppy Seed	" 7-10 6	" 7-11
Groundnuts	" 7-0	" 7-0
Wheat, White Pessy	" 5-4-0	" 5-2
" " Khabri Pessy	" 5-3-0	" 5-1
" " Ahmedabad (Soft Red)	" 4-9 0	" 4-12
" " Laskari	.....	.....
" " Hard Yellow	Rs. 4-11-0	" 4-11
" " Khandwa	.....	.....
" " Delhi No. 1 White Pessy	Rs. 4-14-6	" 4-13
" " " Red	" 4-7-6	" 4-9
" " Hard Red Khatha	.....	.....
" " Nagore Khathi	Rs. 4-5-6	" 4-11
Opium, (Malwa) per chest, Old	" 1,470	" 1,450
" " " New	" 1,460	" 1,425
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	.....	.....
" " " " Suez Canal, (per ton of 40 feet).	£1-6 0	£1-5 to £1-6-3
" " " " Seeds & Wheat..	£1-5-6	£1-4-6
London—M'men cargo, P. & O. Co.	£1-7-6	£1-7-6
" " " " Seeds & Wheat	£1-3-9 Old Scale	£1-5 Old scale
" " " " M'men cargo, Via Canal.	£1-7-6	.....
" " " " Seeds & Wheat	£1-5-0	.....
Havre—M'men cargo	.....	.....
" " " " Seeds & Wheat	.....	.....
Antwerp—M'men cargo	.....	.....
" " " " Seeds and Wheat	.....	.....
Hull	£1-7-6	£1-6-3
Dunkirk	£1-7-6	.....
Trieste & Venice—M't cargo,	£2-0-0 at 2s. Ex.	£1-15 at 2s. Ex.
" " " " Seeds & Wheat,	.....	£1-12 at 2s. Ex.
Marseilles and Genoa—M't cargo	.....	.....
" " " " Via Canal.	.....	£1-6-3
" " " " and Seeds & Wheat,	.....	£1-4-6
China; Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 30	" 50

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 6th December.	Week ending 13th December.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4½d.	1s. 4 11/32d.
" " Sight	1s. 4 13/32d.	1s. 4 13/32d.
" " 3m'ths "	1s. 4½d.	1s. 4½d.
" " 4 " "	1s. 4 9/16d.	1s. 4 17/32d.
" " 6 " "	1s. 4½d.	1s. 4½d.
First class Credits... 3 " "	1s. 4½d.	1s. 4½d.
" " 6 " "	1s. 4 13/16d.	1s. 4 27/32d.
Documents ... 3 " "	1s. 4 21/32d.	1s. 4 21/32d.
" " 6 " "	1s. 4 27/32d.	1s. 4½d.
Paris Frances Mercan-		
tile Bills... 3 " "	1'75½	1'76
" " 6 " "	1'77½	1'77½
On Calcutta " Bank Telegraphic		
Transfer... " " "	100 1/32	100 1/32
On China Mer'tile Bil's, 60 days' Sight	219½	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-5-6	Rs. 23-7-6
Sovereigns... " " "	" 14-11	" 14-13
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills... 8 per cent.		8 per cent.
" of Interest on Demand		
Loans on Govt. Securities. 7 "		7 "
Rate of Discount in the open		
Market on Govt. Securities ... 6 " Steady.		6 " Steady.
Money Market ... " Steady.		
GOVERNMENT SECURITIES.		
Four per cents. ... " Rs. 97½		Rs. 97½
Four-and-a-half per cents. ... " 103½		" 103
IMPORTS.		
PIECE GOODS—	Market { Moderate enquiry and rates steady.	{ Moderate enquiry at steady rates.
7lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	Rs. 2-11 to 3-13
8½ bs. " " " "	" 3-3 to 5-0	" 3-3 to 5-0
3lbs. 30-32in. Madapollams,, " "	" 1-5-6 to 1-9-6	" 1-5-6 to 1-9-6
No. 40s. Mule Twist, per lb. " "	As. 8½ to 9½	As. 8½ to 9½
No. 30s. Water " " "	" 8 to 9	" 8 to 9
Copper (Braziers,) (in bundles) per cwt	Rs. 56½ Ready; 56½ to arrive	Rs. 56½ ready; 56 to arrive.
Yellow Metal. (in cases) per cwt.	" 4½ Ready; 47 to arrive.	" 47½ ready; 47 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	" 28 to 30	Rs. 28 to 30
Staffordshire Bar Iron, " " "	" 31 to 32	" 31 to 32
Swedish Bar Iron, " " "	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per ton).	(Ready.)	(Ready.)
Welsh Hartely Coal, (per ton) ...	" 21 alongside.	Rs. 21 alongside.
Cardiff Coal, (per ton) ...	" 20½ " "	" 20½ " "
	" 26 on bunder.	" 27 on bunder
EXPORTS.		
COTTON—	Market Quiet, but steady.	Quiet.
per candy.		
Broach, ... " Fine...	Rs. 238 Feb.-Mar. (New)	Rs. 238 March (New)
Do. ... " F.G....	" 234 " "	" 232 " "
Do. ... " Good...	" 229 to 230 Feb.-Mar. (New)	" 228 " "
Hingunghaut ... " Good...	" 230 ready; New Nl.	" 229 January "
Do. ... " F.G....	" 235 to 237 Rdy. New.	" 230 to 237 Ready.

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 6th December.	Week ending 13th December.
EXPORTS—<i>contd.</i>		
COTTON— [Per candy]		
Oomrawuttee, Good staple, Fine.	Rs. 227 Jan.; 225 Mar. Nl.	.....
" " F.G....	" 219 (New) Ready	Rs. 216 Ready
" " Good...	" 210 Jan.; 208 Mar.	" 210 " Nominal
" " F.G.F.	.....	.....
Khandesh, ... Fine...	.....	.....
" " F.G....	Rs. 206 to 212 (New) Ready	Rs. 208 Ready
" " Good...	" 203 Nominal New "	" 202 "
" " F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 212 (New) Ready	Rs. 210 Ready
" " F.G....	" 206 (") "	" 205 "
" " Good...	" 200 (") "	" 200 "
Dholera, ... Fine...	" 222 April-May (New)	" 220 Apr.-May (New)
" " F.G....	" 213 " " "	" 211 " " (")
" " Good...	" 203 " " "	" 201 to 202 Apl.-May "
" " F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 200 (New) Ready	Rs. 200 to 202 Ready.
" " F.G....	" 190 (") "	" 188
" " Good...	" 184 (") "	" 180
" " F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 208 May (New)	Rs. 203 (Old) Ready.
" " F.G.F.	.....	.....
Westerns, ... Good...	Rs. 197 to 200 (Old) Ready	Rs. 2.0 (Old) Ready.
" " F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	(Ready old crop)	(Ready Old crop)
Black	.....	Rs. 8. .
Linseed, Bold	Rs. 6-13	" 6-12
" Small Seed	" 6-12	" 6-12
Rapeseed, Gujerat Yellow	" 8-2	" 7-0
" Red Cawnpore	" 7-3	" 7-0
Poppy Seed	" 7-11	" 7-9
Groundnuts	" 6-12-3	" 6-12-9
Wheat, White Pessy	" 5-2	" 5-3-6
" Khabri Pessy	" 5-1	" 5-2-6
" Ahmedabad (Soft Red)	" 4-8	" 4-12
" Laskari	"	" 4-5
" Hard Yellow	Rs. 4-9	" 4-9
" Khandwa	"	"
" Delhi No 1 White Pessy	Rs. 4-11-6	" 4-13
" Red	" 4-3-6	" 4-9
" Hard Red Khatha	" 4-1	"
" Nagpore Khathi	" 4-4-6	" 4-10
Opium, (Malwa) per cchest, Old	" 1,500	" 1,475
" New	" 1,475	" 1,425
FREIGHTS.		
Liverpool—Cotton, via Cape per ton	(Ready)	(Ready)
" " of 50 feet.	.....	.....
" " Suez Canal,	.....	.....
" " per ton of 40 feet.	£1-5	£1-7-6
" Seeds & Wheat...	£1-3-9	£1-5
London—M'ment cargo, P. & O. Co.	£1-6-3	.....
" Seeds & Wheat	£1-2-6 Old Scale	.....
" M'ment cargo, Via Canal	£1-6-3	£1-8-9
" Seeds & Wheat	£-3-9	£1-6-3
Havre—M'ment cargo	£1-7-6	.....
" Seeds and Wheat	£1-4-6	.....
Antwerp—M'ment cargo	£1-6-3	£1-10
" Seeds and Wheat	£1-4-6	£1-8-9
Hull	£1-6-3	£1-7-6
Dunkirk	£1-4-0	£1-8-9
Trieste & Venice—M't. cargo,	£2 at 2s. Ex.	£2 at 2s. Ex.
" Seeds & Wheat	.....	.....
Marseilles and Genoa—M't. cargo	£1-5	£1-7-6 at 2s. Ex.
" Via Canal	£1-4	£1-13-9 to £1-15s.
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 50 "	" 40

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 20th December.	Week ending 27th December.
EXCHANGE.		
On England, Bank Bills Tel.		
Transfer...	1s. 4 9/32d.	1s. 4 11/32d.
" " Sight	1s. 4 5/16d.	1s. 4 3/4d.
" " 3m'ths	1s. 4 13/32d.	1s. 4 15/32d.
" " 4 "	1s. 4 7/16d.	1s. 4 1/2d.
" " 6 "	1s. 4 17/32d.	1s. 4 19/32d.
First class Credits... 3	1s. 4 9/16d.	1s. 4 3/4d.
" " 6 "	1s. 4 3/4d.	1s. 4 25/32d.
Documents ... 3	1s. 4 19/32d.	1s. 4 21/32d.
" " 6 "	1s. 4 25/32d.	1s. 4 13/16d.
Paris "France Mercan-		
tile Bills... 3	1 75	1 75 1/2
" " 6 "	1 76 1/2	1 77
On Calcutta "Bank Telegraphic		
Transfer ...	100 1/16	100 1/16
On China Mer'ile Bills, 60 days' Sight.	219	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-8-6	Rs. 23-7-6
Sovereigns ...	" 14-13-3	" 14-12-6
RATES OF DISCOUNT.		
Bank Rate of Discount on Private		
Bills...	8 1/2 per cent.	9 per cent.
" of Interest on Demand		
Loans on Govt. Securities	7 "	7 "
Rate of Discount in the Open		
Market on Govt. Securities ...	6 "	7 "
Money Market ...	Steady.	Firm.
GOVERNMENT SECURITIES.		
Four-per cents. ...	Rs. 97 1/2	Rs. 97 11/16
Four-and-a-half per cents. ...	" 103 1/4	" 103
IMPORTS.		
PIECE GOODS—	Market	{ Moderate enquiry at { Moderate demand and
7lbs 37-39in. Grey Shirtings, (per piece)	Rs. 2-11 to 3-13	rates steady.
8 1/4 lbs. " " " "	" 3-3 to 5-0	Rs. 2-11 to 3-13
3lbs. 30-32 in. Madapollams, " "	" 1 5-6 to 1-9-6	" 3-3 to 5-0
No. 40s. Mule Twist, per lb. ...	As. 8 1/2 to 9 1/2	" 1-5-6 to 1-9-6
No. 30s. Water " " " "	" 8 1/4 to 9 1/4	As. 8 1/2 to 9 1/2
Copper Braziers, (in bundles) (per cwt.)	Rs. 56 1/2 ready; 56 1/2 to arrive.	" 8 1/4 to 9 1/4
Yellow Metal, (in cases) (per cwt.)	Rs. 47 1/2 ready; 47 to arrive.	Rs. 56 1/2 ready; 56 1/2 to arrive.
Welsh Bar Iron, (per candy of		Rs. 47 1/2 ready; 47 to arrive.
746 1/2 lbs.)	Rs. 28 to 30	
Staffordshire Bar Iron, " " "	" 31 to 32	Rs. 28 to 30
Swedish Bar Iron, " " "	" 42 to 43	" 31 to 32
Davison's West Hartley Coal, (per	(Ready.)	" 42 to 43
ton)	" 23 alongside.	(Ready)
Welsh Hartley Coal, (per ton) ...	" 22 "	Rs. 22 Alongside.
Cardiff Coal, (per ton) ...	" 27 on bunder.	" 21 "
EXPORTS.		
COTTON—	Market	Quiet.
per candy.	Quiet, but steady.	
Broach, ...	Fine... Rs. 236 Mar.; 237 Feb. (New)	Rs. 236 Mar.; 237 Feb. (New)
Do. ...	F.G.... " 232 " 233 " "	" 232 " 233 " "
Do. ...	Good... Rs. 228 March " "	" 227 " " "
Hingunghaut ...	Good... " 230 Ready.	" 230 January "
Do. ...	F.G.... " 235 to 237 Ready.	" 228 to 235 Ready.

mittee of the Chamber of Commerce during the Year 1888—*contd.*

QUOTATIONS.	Week ending 20th December.	Week ending 27th December.
EXPORTS—<i>contd.</i>		
COTTON—		
Oomrawuttee, Good staple, Fine	Rs. 222 Noml. March (New)	Rs. 217 to 218 Feb. Mar (New)
" " F.G....	" 216 Ready	" 215 Ready
" " Good...	" 210 "	" 212 "
" " F.G.F.	"	"
Khandeish, ... Fine...	Rs. 208 Ready.	Rs. 212 to 213 Ready
" " F.G....	" 202 "	" 209 Ready
" " Good...	" 200 "	" 205 "
" " F.G.F.	"	"
Belatee, ... Fine...	Rs. 210 Ready	Rs. 208 Ready
" " F.G....	" 205 "	" 203 "
" " Good...	" 200 "	" 198 "
Dhollera, ... Fine...	" 220 Apl. May (New)	" 220 to 221 (New)
" " F.G....	" 211 " " "	" 209 to 210 "
" " Good...	" 202 " " "	" 201 to 202 "
" " F.G.F.	"	"
Bengals, ... Fine...	Rs. 200 Ready	Rs. 199 to 200 Ready
" " F.G....	" 186 "	" 187 Ready
" " Good...	" 175 "	" 175 to 178 "
" " F.G.F.	"	"
Dharwar (S.G.), ... Good...	Rs. 206 to 207 May (New)	Rs. 205 May (New)
" " F.G.F.	"	"
Westerns, ... Good...	Rs. 203 Ready	Rs. 196 May-June (New)
" " F.G.F.	"	"
	(Ready Old Crop)	(Ready Old Crop)
Gingelly Seed, White (per cwt.) ..	Rs. 8-2	Rs. 8 to 8-3
" " Black	" 7-12	" 7-9-6 to 7-14-6
Linseed, Bold	" 6-15	" 6-14
" " Small Seed	" 6-14	" 6-13
Rapeseed, Gujer. t Yellow	" 7-15	" 7-14
" " Red canupore	" 7-2	" 7-5
Poppy Seed	" 7-10	" 6-11-3
Groundnuts	" 6-12-9	" 5-2-6
Wheat White Pessy	" 5-4	" 5-1-6
" " Khabri	" 5-3	"
" " Ahmedabad (Soft Red) ..	" 4-11	"
" " Laskari	" 4-4	"
" " Hard yellow	" 4-3	"
" " Khanawa	"	"
" " Delhi No. 1 White Pessy ..	Rs. 4 13	Rs. 4 12-6
" " Red	" 4-9	" 4-4
" " Hard Red Khatha	"	" 4
" " Nagpore Khathi	"	" 4-5
Opium, (Malwa) per chest, Old ..	Rs. 1,475	" 1,500
" " New	" 1,425	" 1,450
	(Ready)	(Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet) .. ..	....	....
" " Suez Canal, .. ..	....	....
" " per ton of 40 feet) ..	£1-10	....
" " Seeds & Wheat	£1-5	....
London—M'ment cargo, P. & O Co. ..	....	....
" " Seeds & Wheat .. ..	....	....
" " M'ment cargo, Via Canal ..	....	....
" " Seeds and Wheat .. ..	....	....
Havre—M'ment cargo	£1 12-6	£1-8 9
" " Seeds, and Wheat	£1-10	£1-7-6
Antwerp—M'ment cargo	£1-12-6	£1-12-6
" " Seeds and Wheat	£1-10	£1-12-6
Hull .. ..	....	....
Dunkirk	£1-12-6	....
Trieste & Venice—M't. cargo ..	£2-2-6 at 2s. Ex.	....
" " Seeds & Wheat ..	£2 at 2s. Ex.	....
Marseilles and Genoa—M't. cargo ..	....	....
" " via Canal	£1-12-6	£1-12-6
" " Seeds & Wheat	£1-10	£1 12-6
China, Steamer	Rs. 10 to 12	Rs. 10 to 12
Australia	" 40	" 25

APPENDIX M M.—*contd.*
 STATEMENT showing the Annual Value of the Export and Import Trade of India, and the Tot. 1 Miles of Railway opened,
 in the Official Years 18 3-4 to 188-89.

Year	EXPORTS.			Total Miles of Railway opened.	Merchandise.		Treasure.		Merchandise and Treasure.	
	...	...	...		£	...	£	...	£	...
Year 1853-54	...	...	...	72	19,295,139	...	1,483,296	...	20,778,435	...
" 1854-55	...	...	...	171	18,927,222	...	1,267,033	...	20,194,255	...
" 1855-56	...	...	...	274	23,040,000	...	601,177	...	23,641,177	...
" 1856-57	...	...	...	289	25,340,000	...	1,253,426	...	26,593,426	...
" 1857-58	...	...	...	430	27,460,000	...	822,438	...	28,282,438	...
" 1858-59	...	...	...	625	29,860,000	...	669,427	...	30,529,427	...
" 1859-60	...	...	...	836	27,960,000	...	929,007	...	28,889,007	...
" 1860-61	...	...	...	1581	32,970,000	...	1,119,549	...	34,089,549	...
" 1861-62	...	...	...	2351	36,320,000	...	683,355	...	37,003,355	...
" 1862-63	...	...	...	2516	*47,860,000	...	1,111,140	...	48,971,140	...
" 1863-64	...	...	...	2962	*65,425,000	...	1,270,435	...	66,895,435	...
" 1864-65	...	...	...	3368	*68,025,000	...	1,444,775	...	69,469,775	...
" 1865-66	...	...	...	3568	*65,490,000	...	2,165,352	...	67,655,352	...
" 1866-67	...	...	...	3936	41,860,000	...	2,431,503	...	44,291,503	...
" 1867-68	...	...	...	4016	50,875,000	...	1,571,946	...	52,446,946	...
" 1868-69	...	...	...	4261	53,068,000	...	1,395,580	...	54,463,580	...
" 1869-70	...	...	...	4766	55,335,000	...	1,042,353	...	56,377,353	...
" 1870-71	...	...	...	5072	63,190,000	...	2,220,765	...	65,410,765	...
" 1871-72	...	...	...	5365	55,230,000	...	1,495,642	...	56,725,642	...
" 1872-73	...	...	...	5671	55,230,000	...	1,308,579	...	56,538,579	...
" 1873-74	...	...	...	6201	56,360,000	...	1,958,512	...	58,318,512	...
" 1874-75	...	...	...	6497	56,210,000	...	1,625,309	...	57,835,309	...
" 1875-76	...	...	...	6949	61,013,000	...	2,200,236	...	63,213,236	...
" 1876-77	...	...	...	7326	65,222,000	...	4,029,898	...	69,251,898	...
" 1877-78	...	...	...	8216	60,937,000	...	2,210,995	...	63,147,995	...
" 1878-79	...	...	...	8477	67,210,000	...	3,982,228	...	71,192,228	...
" 1879-80	...	...	...	9325	74,541,000	...	2,035,147	...	76,576,147	...
" 1880-81	...	...	...	9875	81,966,000	...	1,440,400	...	83,406,400	...
" 1881-82	...	...	...	10144	83,485,000	...	1,099,700	...	84,584,700	...
" 1882-83	...	...	...	10832	88,076,400	...	1,041,800	...	89,118,200	...
" 1883-84	...	...	...	12004	83,170,100	...	1,008,500	...	84,178,600	...
" 1884-85	...	...	...	12376	83,861,200	...	1,968,900	...	85,830,100	...
" 1885-86	...	...	...	12376	88,481,000	...	1,708,200	...	89,189,200	...
" 1886-87	...	...	...	13300	90,543,600	...	1,720,400	...	92,264,000	...
" 1887-88	...	...	...	14383	90,543,600	...	1,604,600	...	92,148,200	...

* Exports abnormally high owing to the American Civil War.

IMPORTS.				Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise an Treasure.																													
Year	1853-54	1854-55	1855-56	1856-57	1857-58	1858-59	1859-60	1860-61	1861-62	1862-63	1863-64	1864-65	1865-66	1866-67	1867-68	1868-69	1869-70	1870-71	1871-72	1872-73	1873-74	1874-75	1875-76	1876-77	1877-78	1878-79	1879-80	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	1887-88	
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	72	171	274	289	430	625	836	1581	2351	2516	2962	3368	3568	3936	4016	4261	4766	5072	5365	5671	6201	6497	6949	7326	8216	8477	9325	9875	10144	10832	12004	12376	13390	14383		
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
	10,070,863	12,742,671	13,945,000	14,195,000	15,275,000	21,730,000	24,265,000	23,495,000	22,320,000	22,630,000	27,145,000	28,150,000	29,600,000	29,040,000	35,705,000	35,999,000	32,925,000	34,470,000	32,090,000	31,875,000	33,835,000	36,220,000	38,515,000	37,440,000	41,464,000	37,801,000	41,172,000	53,086,800	49,113,000	52,098,700	55,299,000	55,701,600	55,652,000	61,812,600	65,004,500	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
	4,871,956	2,028,256	11,301,288	14,413,697	15,815,436	12,817,071	16,356,963	10,677,077	14,951,985	20,508,967	22,962,581	21,363,325	29,577,301	13,236,905	11,775,374	15,155,954	13,954,807	5,444,823	11,573,813	4,556,585	5,792,534	8,141,047	5,300,722	11,436,120	17,355,459	7,056,748	11,654,894	8,997,200	11,322,800	13,453,400	12,877,900	13,888,200	15,467,000	11,048,300	13,812,500	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
	14,942,819	14,770,927	25,246,288	28,608,697	31,090,436	34,547,071	40,621,963	34,172,077	37,271,985	43,138,967	50,107,581	49,513,325	59,157,301	42,276,905	47,480,374	51,145,954	46,879,807	39,914,823	43,663,813	36,431,585	39,627,534	44,361,047	43,815,722	48,876,120	58,819,459	44,857,748	52,826,894	62,084,000	60,435,800	63,552,100	68,176,900	69,589,800	71,119,000	72,869,300	78,817,000	

APPENDIX MM.—*Contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1882-83 to 1887-88.

		1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
IMPORTS—							
Merchandise, Private.							
Bengal	...	21,12,01,418	22,40,09,448	21,43,13,842	19,98,53,049	23,33,80,788	23,29,84,239
Bombay	...	19,39,41,774	20,78,05,068	21,51,46,900	22,01,07,068	23,48,03,364	25,48,67,621
Sindh	...	1,18,68,556	1,31,78,136	1,68,21,991	2,14,14,386	2,81,37,826	2,58,31,151
Madras	...	4,58,33,679	4,38,67,704	4,82,42,572	4,25,03,605	5,31,81,396	5,32,71,367
British Burmah	...	3,72,34,234	3,80,73,982	3,69,53,890	3,41,98,154	3,74,57,343	5,08,93,510
Total...		50,00,79,661	52,72,35,338	53,14,79,198	51,80,76,262	58,69,60,717	62,38,47,888
Ditto. Government Stores		2,09,07,059	2,57,54,569	2,55,37,606	3,84,43,290	3,11,58,891	2,61,97,993
Total Merchandise...		52,09,86,720	55,29,89,907	55,70,16,804	55,65,19,552	61,81,19,608	65,00,45,881
Treasure, Private.							
Bengal	...	2,29,82,883	2,08,55,058	2,70,72,820	2,63,77,784	1,07,42,452	1,28,37,167
Bombay	...	10,72,74,411	10,32,19,580	10,70,14,559	12,46,82,049	9,46,91,217	12,15,34,673
Siadh	...	3,22,028	9,27,102	10,96,240	4,26,604	10,96,656	14,47,822
Madras	...	34,55,882	39,33,454	32,24,678	30,17,517	34,24,294	20,01,191
British Burmah	...	4,98,438	3,44,439	3,80,121	1,66,854	5,28,605	3,04,603
Total...		13,45,33,642	12,87,79,633	13,87,88,418	15,46,70,808	11,04,83,224	13,81,25,456
Ditto. Government		...	...	93,500	...	...	...
Total Treasure...		13,45,33,642	12,87,79,633	13,88,81,918	15,46,70,808	11,04,83,224	13,81,25,456
Grand Total of Imports...		65,55,20,362	68,17,69,540	69,58,98,722	71,11,90,360	72,86,02,832	78,81,71,337
EXPORTS—							
Merchandise, Private.							
(Foreign Goods.)							
Bengal	...	10,54,037	13,70,651	16,58,494	11,55,998	12,73,122	28,05,091
Bombay	...	2,44,78,208	2,66,63,325	2,42,38,409	2,63,91,413	2,94,27,678	3,25,45,876

APPENDIX MM.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1885-86 to 1887-88.

ARTICLES.	Quantities.			Value.		
	18 5-86.	1886-87.	1887-88.	1885-86. Rs.	1886-87. Rs.	1887-88. Rs.
Animals—Living	Nos.		3,908	10,40,095	9,58,202	10,46,122
Apparel, &c.	... value.	3,126	.....	31,31,313	34,01,002	38,22,133
Arms, Ammunition, &c.	... "	.....	.....	4,09,867	4,25,099	5,23,501
Articles imported by Post	... "	.....	.....	22,99,553	21,63,675	22,75,720
Building and Engineering Materials	... "	.....	.....	3,91,216	6,23,464	4,34,392
Cabinetware and Furniture	... "	.....	.....	2,85,286	3,21,929	4,89,920
Candles	... lbs.	1,175,927	930,696	2,57,266	3,82,313	2,67,460
Clocks and Watches	Nos.	61,261	90,619	7,65,588	7,41,018	8,46,142
Coal, Coke, and Patent Fuel	tons.	529,089	573,280	83,38,459	89,09,093	1,15,18,701
Cotton—Raw	cwts.	75,547	54,392	17,76,214	11,72,719	12,48,941
Cotton—Twist and Yarn	... lbs.	14,557,977	15,510,340	1,00,68,119	99,68,355	1,02,25,896
Do. Piece Goods	{ yards.	605,174,590	554,783,590	7,14,75,446	8,12,18,939	7,07,70,958
Do. Shawls & Handkerchiefs	{ Nos.	13,354,807	10,851,844	.....	8,20,436	8,03,911
Chemical Products and Preparations...	... value.	.....	.....	11,34,965	18,32,474	15,07,272
Drugs and Medicines	... "	.....	.....	15,76,550	17,07,090	27,89,415
Dyeing and Colouring Materials	... "	.....	.....	15,85,172	5,90,723	7,16,654
Earthenware and Porcelain	... "	.....	.....	5,59,339	4,97,931	3,78,604
Fireworks	... "	.....	.....	4,11,337	27,96,501	31,71,163
Glass	... "	.....	.....	27,26,384	5,03,225	8,68,968
Gums and Resins	cwts	30,893	47,309	5,65,247	40,14,808	50,50,731
Hardware and Cartery	... value.	.....	.....	87,11,840	3,36,611	5,19,633
Hides and Skins...	Nos.	271,977	421,714	1,98,629	8,20,389	8,54,438
Instruments and Apparatus	... value.	.....	.....	8,08,215	28,81,091	25,88,614
Ivory, Unmanufactured	lbs	567,272	512,535	31,23,646	1,46,132	1,13,653
Do. Manufactured	... value.	.....	.....	1,23,375	17,46,238	20,06,284
Jewellery, &c.	... "	.....	.....	19,11,003	13,55,069	13,94,818
Leather	... "	.....	.....	13,18,508	5,90,348	5,92,098
Liquors—Ale, Beer, and Porter	... gallons.	273,781	819,665	5,20,212	16,87,217	18,92,834
Do. Spirits	... "	279,685	287,769	16,08,788	9,95,948	10,91,836
Do. Wines and Liqueurs	... "	118,660	130,048	9,84,979	.....	.....

	574	898	888	2,178	3,432	2,985
Liquors—Other sorts ..	.....	.....	.....	46,76,944	70,02,092	94,63,403
Machinery and Millwork ..	.....	.....	.....	8,32,474	5,14,882	8,71,683
Matches, Lucifer and other ..	.....	.....	.....	2,08,135	2,40,201	1,53,439
Metals—Brass ..	.....	.....	.....	71,53,538	66,52,344	75,46,390
Do. Copper ..	4,350	5,547	3,010	38,20,476	38,30,783	27,98,333
Do. Mixed or Yellow Metal ..	203,594	185,058	181,588	74,86,016	68,37,395	1,01,59,108
Do. Iron ..	136,017	127,301	85,466	1,66,992	2,32,673	2,61,088
Do. Lead ..	1,371,686	1,325,305	1,751,357	1,10,874	1,10,874	1,52,237
Do. Quicksilver ..	19,574	22,445	19,351	9,12,986	12,33,843	10,38,950
Do. Steel ..	114,525	87,975	107,729	5,97,999	4,52,784	3,67,705
Do. Tin ..	150,539	195,987	154,671	4,32,183	6,88,734	3,44,048
Do. Zinc or Spelter ..	10,310	13,226	5,697	4,30,415	4,43,065	29,47,741
Do. Other sorts ..	41,389	66,324	35,676	29,69,288	39,54,474	9,16,229
Oils ..	4,778	4,397	3,911	8,15,274	7,50,830	20,84,374
Paints and Colours (excluding Painters' Materials) ..	6,363,045	7,956,900	5,107,465	19,10,051	17,98,339	2,03,508
Paper and Pasteboard ..	74,140	58,679	75,734	3,31,744	3,51,049	58,66,428
Perfumery, other than Musk ..	.....	.....	.....	50,64,827	47,33,218	1,92,48,010
Provisions ..	.....	.....	.....	1,34,71,792	90,68,985	91,81,251
Railway Plant and Rolling Stock ..	.....	.....	.....	58,88,801	69,13,680	75,25,763
Silk—Raw ..	1,418,354	1,555,135	2,198,246	51,15,274	63,98,506	45,89,334
Do. Piece Goods (including silk mixed with other materials) ..	4,995,322	6,108,422	6,971,032	23,76,190	25,51,213	1,47,69,449
Spices ..	12,263,302	6,321,624	10,610,749	1,27,69,293	1,61,93,007	24,44,949
Sugar, refined and unrefined ..	1,038,798	1,335,588	1,297,940	28,49,821	30,40,908	2,68,209
Tea ..	3,498,554	3,697,661	3,226,814	2,34,544	2,70,551	12,63,398
Tobacco ..	210,339	287,720	311,289	7,23,156	10,22,406	58,87,787
Umbrellas ..	846,316	1,166,302	1,428,369	51,93,136	52,55,582	1,20,48,902
Woollen Piece Goods ..	5,218,517	5,272,387	6,036,631	98,36,191	99,45,692	25,26,02,607
All other Articles ..	.....	.....	.....	21,96,64,214	23,43,25,186	2,86,57,411
Total Value ..	.....	.....	.....	2,48,08,575	2,46,26,689	9,30,10,363
Treasure—Gold ..	.....	1,161,100	1,349,241	9,99,80,674	7,01,14,498	12,16,67,774
Do. Silver ..	.....	67,192,666	88,587,506	12,47,89,249	9,47,41,187	37,42,70,381
Total Treasure ..	.....	68,353,766	89,936,747	34,44,53,463	32,90,66,373	
Grand Total Rs ..	.....	.....	.....			

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1885-86 to 1887-88.

ARTICLES.	Quantities.			Value.		
	1885-86.	1886-87.	1887-88.	1885-86.	1886-87.	1887-88.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee	35,274	28,911	24,031	Rs. 9,35,997	Rs. 8,05,104	Rs. 13,05,021
Coir, unmanufactured & manufactured (Excluding Ropes)	46,186	22,971	41,574	3,52,097	1,59,208	2,43,413
Cotton—Raw	3,259,621	3,917,929	3,929,556	8,48,58,580	9,96,31,442	10,90,28,314
Do. Twist and Yarn	76,298,655	89,088,086	108,515,974	2,68,35,305	3,24,04,806	3,89,69,274
Do. Piece Goods	36,539,624	40,415,974	55,120,090	46,49,743	50,92,821	67,63,438
Do. Shawls and Handkerchiefs {	50,537	58,857	95,994			
Do. Shawls and Handkerchiefs }						
Dyeing and Colouring Materials—						
Indigo	8,016	8,319	6,495	15,75,089	15,88,247	13,58,984
Myrabolams	519,742	430,729	568,770	23,45,279	17,41,143	22,03,417
Other Sorts	37,573	33,585	47,272	3,53,426	2,78,707	2,61,317
Grain and Pulse—						
Rice not in the Husk	521,427	698,772	763,912	24,65,188	29,72,183	35,01,699
Wheat	10,608,187	12,605,890	8,540,614	3,90,19,430	4,98,89,793	3,61,51,452
Other Sorts	523,734	968,474	490,248	16,54,392	30,25,399	15,77,270
Hides and Skins—						
Hides	578,198	241,229	271,294	19,10,864	9,91,257	11,28,362
Skins	3,148,362	3,124,363	2,901,894	36,75,935	36,76,756	34,88,732
Oils	1,10,343	152,787	125,964	2,90,626	3,29,680	3,19,690
Opium	36,901	41,222	33,712	4,43,15,435	4,94,78,289	4,08,71,641
Provisions ... ..	.....	.....	.....	16,66,999	25,18,346	29,96,394
Seeds—						
Linseed	4,789,601	3,037,026	2,521,844	2,94,32,077	1,95,36,491	1,55,81,820
Rapeseed	1,836,231	1,339,768	1,027,924	1,00,84,318	71,12,653	60,24,826
Gingelly	952,380	1,196,842	1,579,724	66,25,648	83,66,959	1,12,86,588
Poppy	262,979	180,507	229,874	14,65,705	9,73,639	14,21,704
Castor	104,915	254,281	247,974	5,05,533	12,99,299	11,98,305
Groundnuts	498,991	587,471	948,973	25,44,830	28,07,742	47,71,891
Other Sorts	117,380	116,218	193,406	6,13,793	5,92,856	9,77,758

Pices	...	...	...	...	6,200,200	5,842,266	5,186,191	15,50,647	14,66,496	12,53,779
Sugar, Refined	...	...	...	...	2,913	8,100	5,221	34,089	97,792	70,632
Do., Unrefined (Molasses, &c.)	...	...	...	...	12,333	13,633	14,268	95,728	1,03,266	1,07,849
Tea	...	...	...	...	73,578	247,986	349,623	62,296	1,94,964	2,61,484
Tobacco	...	...	...	...	5,064,964	4,582,798	5,497,257	6,21,981	5,57,400	6,53,515
Wool, Raw	...	...	...	...	17,313,354	17,153,296	16,223,702	66,44,647	69,88,020	69,67,180
Woollen Shawls	...	...	...	...	7,376	7,090	11,340	2,69,594	3,34,353	3,84,988
All other Articles	...	...	...	...	.....	.....	.....	91,36,288	77,72,953	1,02,75,376
Total Value Rs.	...	...	...	...	.....	.....	.....	28,65,91,389	31,27,87,989	31,14,08,038
FOREIGN MERCHANDISE.										
Cotton—Twist and Yarn	...	...	...	...	943,339	1,212,548	946,411	5,91,181	7,45,749	6,13,547
Do. Piece Goods	...	...	...	...	69,785,297	77,201,677	83,475,469	1,31,72,750	1,41,47,522	1,57,23,517
Do. Shawls and Handkerchiefs	...	...	...	...	1,476,315	1,408,777	1,369,272	7,70,453	3,94,715	6,05,117
Gums and Resins	...	...	...	...	29,507	20,036	27,692	15,00,592	17,22,604	18,24,670
Ivory, unmanufactured	...	...	...	...	298,767	332,624	347,238	9,13,855	8,72,583	10,83,377
Provisions	...	...	...	...	...	...	...	2,70,987	3,38,008	4,10,660
Silk—Raw	...	...	...	...	74,975	119,580	1,07,659	3,47,860	3,64,784	4,45,452
Do. Piece Goods (including silk mixed with other materials)	...	...	...	...	375,396	398,404	474,295	20,31,188	19,48,680	17,90,622
Sugar—Refined	...	...	...	...	161,815	156,587	146,505	9,10,234	15,56,714	12,79,147
Tea	...	...	...	...	881,501	1,853,546	1,466,609	10,82,998	13,12,204	13,27,586
Wool—Raw	...	...	...	...	2,425,024	2,757,440	2,773,736	2,50,686	2,59,307	3,14,145
Do. Piece Goods	...	...	...	...	240,964	267,004	311,177	45,45,229	57,38,198	71,17,386
All other Articles	...	...	...	...	.....	.....	.....	2,63,88,013	2,94,15,068	3,25,35,216
Total Value Rs.	...	...	...	...	.....	.....	.....	21,80,527	49,61,030	11,31,814
Treasure—Gold	...	...	...	...	.....	225,253	51,877	68,51,656	75,25,336	1,01,77,348
Do. Silver	...	...	...	...	.....	73,77,990	10,05,196	90,32,183	1,24,86,366	1,13,09,162
Total Treasure	...	...	...	...	.....	76,13,243	10,103,283	85,46,89,423	85,46,89,423	35,52,52,416
Grand Total Rs.	...	...	...	...	.....	.....	.....	32,20,11,585	35,52,52,416	35,52,52,416

APPENDIX MM.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and value of the Principal Articles Imported in the years ending 31st December 1886, 1887, and 1888.

ARTICLES.	Quantities.			Value.		
	1886.	1887.	1888.	1886.	1887.	1888.
Animals—Living ...	10,465	9,329	10,091	Rs. 25,26,749	Rs. 24,66,443	Rs. 27,48,185
Apparel, &c. including Millinery, &c.)	.....	.....	.....	1,01,34,021	1,05,15,602	1,15,81,936
Arms, Ammunition, &c. ...	.....	.....	.....	10,76,861	11,23,418	12,37,657
Books and Printed matters ...	11,568	10,482	14,594	16,25,905	17,19,275	20,83,298
Building and Engineering Materials ...	.....	.....	.....	17,56,562	10,76,677	15,85,512
Coffee ...	21,928	17,619	23,335	5,98,222	9,65,421	1,08,601
Coal, Coke and Patent Fuel ...	743,134	829,159	806,239	1,22,52,991	1,59,45,486	1,77,33,115
Cotton—Raw ...	55,258	54,494	60,149	12,22,622	11,56,739	13,87,443
Twist and Yarn ...	48,377,372	49,053,533	55,706,083	3,31,26,951	3,35,27,100	3,95,22,957
Piece Goods... ..	2,155,045,533	1,829,469,567	2,050,628,735	25,33,73,962	22,66,47,888	26,39,45,058
Shawls, Hosiery, Thread, &c. ...	.....	.....	.....	49,72,482	56,26,930	61,62,707
Corals, Real. ...	175,259	169,987	167,910	15,51,143	16,69,863	14,94,590
Chemicals ...	.....	.....	.....	18,45,449	19,43,296	26,19,389
Clocks and Watches... ..	39,704	119,811	122,665	10,91,165	11,50,540	10,88,854
Candles ...	3,230,565	2,987,603	2,569,015	11,36,448	9,91,037	8,04,204
Drugs, Medicines and Narcotics	.....	.....	.....	46,54,535	46,51,429	53,00,293
Dyeing and Tanning materials.	.....	.....	.....	25,55,857	33,52,469	39,01,787
Earthenware and Porcelain ...	.....	.....	.....	16,97,396	21,97,472	21,73,664
Flax, manufactured and unmanufactured	.....	.....	.....	9,94,869	12,96,786	13,34,983
Fruits and Vegetables ...	.....	.....	.....	18,36,251	24,39,110	26,03,686
Gums and Resins ...	53,562	57,700	82,451	7,05,354	10,05,999	14,59,845
Glass ...	.....	.....	.....	53,36,613	53,44,481	64,53,772
Hides and Skins, dressed and undressed—	.....	.....	.....	.....	.....	.....
Hides ...	2,032	5,694	6,278	1,18,661	2,47,855	2,14,195
Skins ...	7,925	11,236	9,688	4,50,731	6,20,957	5,19,538
Ivory, unmanufactured ...	570,192	544,574	591,072	28,92,586	27,37,335	23,83,798
Instruments and Apparatus ...	.....	.....	.....	16,67,049	17,09,717	20,03,631

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1886, 1887, and 1888.

ARTICLES.	Quantities.			Value.		
	1886.	1887.	1888.	1886.	1887.	1888.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee	407,676	264,688	388,708	Rs. 1,48,36,812	Rs. 1,33,80,482	Rs. 2,04,86,056
Cotton—Raw	5,152,064	5,779,122	4,363,646	12,85,01,790	14,81,51,333	12,09,17,813
" Twist and Yarn	91,712,377	106,934,147	123,082,028	3,38,99,347	3,88,41,651	4,81,98,351
" Piece Goods	52,587,947	66,436,214	73,777,016	36,87,932	1,02,44,627	1,14,62,901
" Shawls, Hosiery, &c. ... ..	.....	.....	.....	6,40,879	7,41,797	8,74,876
Coff, Unmanufactured	11,633	8,834	15,849	67,086	56,770	1,11,831
" Manufactured (excluding Cordage), ...	218,275	166,458	179,110	20,47,318	14,42,834	16,83,666
Dyeing and Colouring Materials—						
Indigo	119,323	152,233	133,456	3,29,38,798	4,23,87,185	3,63,07,751
Myrabellans	706,892	638,788	543,153	28,27,357	22,57,648	21,36,403
Cutch and Gambier	210,079	228,364	316,650	29,19,271	35,78,926	59,06,834
Other sorts	267,806	268,619	37,966	14,93,099	11,35,994	4,79,473
Grain and Pulse—						
Rice in the Husk	318,633	472,711	418,176	5,77,147	7,95,492	7,44,422
" net in the Husk	26,092,987	27,371,048	25,391,437	8,85,23,736	8,85,79,172	8,47,33,356
Wheat	22,805,999	14,727,737	15,858,863	8,77,75,984	6,03,43,827	6,68,90,738
Other Sorts	1,772,199	2,301,684	1,935,235	54,06,894	62,74,811	56,02,263
Hides and Skins—						
Hides	850,613	683,965	660,518	3,07,69,852	2,59,84,739	2,50,30,537
Skins	206,679	205,513	212,469	2,22,62,934	2,22,18,007	2,38,46,998
Jute—Raw	8,325,375	10,156,544	9,564,507	4,78,35,902	6,21,43,575	6,96,11,667
" Gunny Bags	67,992,290	71,272,414	101,030,742	1,02,13,859	1,49,67,744	2,33,84,623
" Cloth	14,738,321	16,603,184	7,959,972	10,27,279	12,95,369	8,43,322
" Other Sorts	2,614	4,781	.....	24,855	50,687	75,356
Lac—Shell, Button, Stick, &c.	139,585	161,844	109,612	51,46,883	54,51,184	36,78,370
Opium	94,907	90,952	88,818	11,14,19,639	10,18,10,309	10,36,94,671
Oils	3,867,946	4,041,937	4,144,358	43,75,275	45,67,936	46,00,879
Provisions	51,317	46,822	41,970	43,98,092	50,85,020	54,02,712
Spices ... ..	.....	.....	.....	51,86,652	58,55,849	54,44,779
Saltpetre	27,979,833	26,306,815	24,873,242	33,43,392	38,35,508	40,63,613
	359,671	405,700	424,585			

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APPENDIX MM.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1886, 1887, and 1888.

ARTICLES.	Quantities.			Value.		
	1886.	1887.	1888.	1886.	1887.	1888.
Apparel, &c. ... ..	.....	.....	.....	Rs. 34,38,926	Rs. 35,38,776	Rs. 38,75,307
Arms, Ammunition, &c. ... ..	.....	.....	.....	4,08,532	5,18,373	4,50,630
Building and Engineering Materials... ..	.....	.....	.....	5,87,036	4,95,312	5,59,402
Cabinetware and Furniture ... ..	.....	.....	.....	3,04,967	4,45,594	4,84,559
Candles	1,173,084	873,646	759,360	3,91,626	2,57,064	2,21,711
Clocks and Watches	72,782	83,918	90,763	7,81,959	8,26,400	7,28,942
Coal, Coke and Patent Fuel	498,301	556,000	587,872	78,29,211	1,09,71,622	1,34,84,769
Cotton—Twist and Yarn	14,300,567	14,276,942	17,983,840	93,43,572	94,57,518	1,20,06,774
" Piece Goods	710,753,484	532,380,741	639,229,887	8,28,17,805	6,53,90,574	8,12,02,119
" Shawls and Handkerchiefs	12,553,839	9,898,716	12,380,824	13,15,687	10,76,186	13,31,344
Chemical Products and Preparations. value.	.....	.....	.....	8,06,457	8,50,283	10,13,746
Drugs and Medicines ... ..	.....	.....	.....	18,19,369	15,92,193	18,08,153
Dyeing and Coloring Materials ... ..	.....	.....	.....	16,95,765	23,08,675	30,71,471
Earthenware and Porcelain ... ..	.....	.....	.....	5,78,100	6,89,920	7,70,451
Fireworks ... ..	.....	.....	.....	5,08,891	3,84,777	1,99,090
Glass ... ..	.....	.....	.....	29,92,637	28,97,915	34,10,812
Gums and Resins	35,202	39,833	56,712	5,18,843	7,59,447	12,02,150
Hardware and Cutlery				38,97,679	48,00,813	52,90,018

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FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.
Quantities and Value of the Principal Articles Exported in the years ending 31st December 1886, 1887, and 1888.

ARTICLES.	Quantities.			Value.		
	1886.	1887.	1888.	1886.	1887.	1888.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee	32,735	21,517	38,478	Rs. 8,44,766	Rs. 11,04,529	Rs. 18,11,494
Coir, manufactured and unmanufactured (excluding Ropes)	25,432	31,829	29,790	1,76,746	2,42,507	2,23,928
Cotton—Raw	3,946,013	4,078,522	3,220,690	9,96,93,385	10,82,47,826	9,18,30,236
Twist and Yarn	89,263,701	101,964,537	117,253,790	3,20,27,113	3,74,39,719	4,58,67,328
Piece Goods	40,110,450	52,692,006	60,309,742	49,87,030	64,35,860	76,96,525
Shawls, Handkerchiefs, Hosiery, &c.	.....	.....	.....	1,71,236	1,86,918	2,71,811
Dyeing and Coloring Materials—						
Myrabollans	519,225	527,719	441,524	22,31,789	19,55,526	18,46,874
Other sorts	48,750	51,431	35,346	24,05,003	14,85,924	15,75,837
Grain and Pulse—						
Rice	620,097	727,224	657,327	28,98,481	33,10,026	30,81,431
Wheat	12,464,330	9,379,723	9,790,469	4,86,71,277	3,94,74,589	4,31,48,135
Other sorts	973,361	548,278	496,314	30,23,394	17,25,077	17,61,474
Hides and Skins—						
Hides	348,609	191,428	508,471	12,93,953	8,15,886	15,41,471
Skins	3,246,543	2,706,201	3,085,874	38,21,799	33,69,655	37,74,899
Oils	114,379	151,438	106,320	2,90,685	3,24,699	3,53,709
Opium	40,906	34,737	31,513	4,90,91,539	4,17,38,064	4,13,25,249
Seeds—						
Linseed	3,452,494	2,394,367	2,802,519	2,23,64,789	1,47,75,233	1,76,94,985
Rape	1,461,226	1,054,930	1,887,312	78,05,235	61,16,205	1,21,50,402

Gingelly	...	...	1,130,920	1,617,694	745,837	77,83,852	1,13,56,590	57,15,561
Poppy	...	...	192,334	233,394	378,403	10,39,042	14,47,762	25,41,856
Groundnuts	...	...	513,342	722,287	667,292	25,39,686	34,70,808	34,97,735
Other sorts	...	...	375,408	433,008	465,838	19,61,350	20,93,480	25,29,058
Spices	...	...	5,780,141	5,257,551	6,176,605	14,53,029	12,72,605	14,32,657
Sugar, refined and unrefined	...	...	26,484	12,633	26,960	2,35,800	1,25,343	2,53,740
Tea	...	...	177,897	384,737	354,769	1,49,513	2,81,496	2,76,725
Tobacco, Cigars, &c.	...	...	5,748,568	5,507,502	2,997,180	6,96,898	6,50,387	3,82,931
Wool, Raw	...	...	19,354,550	15,444,164	15,387,596	78,15,574	65,40,042	68,21,260
Woolen Shawls	...	Nos.	7,258	10,481	8,234	3,10,152	3,81,847	3,01,089
All other Articles	...	... value.	.....	.....	.....	1,09,80,965	1,19,85,720	1,41,01,386
Total value Rs....			.....	.....	.....	31,67,64,081	30,82,94,383	31,38,09,136
FOREIGN MERCHANDISE.								
Cotton—Twist and Yarn	...	...	1,178,194	838,866	1,630,676	7,30,748	5,27,810	11,18,064
" Piece Goods	...	lbs.	73,114,792	80,102,286	87,415,853	1,31,31,850	1,53,07,439	1,60,82,830
" Shawls and Handkerchiefs	...	Yds.	1,462,758	1,272,934	1,625,596	2,49,253	2,27,692	2,95,121
Gums and Resins	...	Nos.	21,121	21,592	33,252	4,51,474	4,60,057	8,37,496
Ivory, unmanufactured	...	cwts.	328,056	340,451	402,275	16,85,667	18,05,079	20,99,515
Provisions	...	lbs.	.....	.....	.....	8,11,168	9,79,242	11,29,120
Silk, Raw	...	...	102,410	115,482	106,516	2,99,708	3,84,815	4,50,515
" Piece Goods (including silk mixed with other materials)	...	lbs.	419,736	445,709	582,468	3,71,456	4,19,278	5,45,687
Sugar, refined	...	yards.	183,894	128,158	168,537	23,22,161	15,67,184	20,01,820
Tea	...	cwts.	1,567,452	1,495,142	2,027,239	13,18,503	13,10,967	17,75,334
Wool, Raw	...	lbs.	2,459,184	2,973,880	3,069,066	11,43,279	14,31,498	14,63,176
Woolen Piece Goods	...	...	270,942	300,158	427,697	2,65,668	3,01,562	3,88,412
All other Articles	...	...	.....	.....	.....	52,85,815	64,81,434	73,18,758
Total value Rs....			.....	.....	.....	2,80,66,750	3,12,04,057	3,55,05,848
Grand Total Rs....			.....	.....	.....	34,48,30,831	33,94,98,440	34,93,14,984

SHIPPING—FO

Number and Tonnage of Vessels, sailing and Steam, which Entered and Cleared British India, in each Official

ENT

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	2,642	795,959	1,204	1,753,401	3,846	2,549,360	1,550	542,036
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,904,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374

CLEA

1883-84 ...	3,562	1,272,182	1,570	2,243,395	5,132	3,515,577	685	68,884
1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,535	2,323,214	4,697	3,521,129	565	58,150
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583

REIGN TRADE.

with cargoes and in Ballast, from and to Foreign Countries, at the Ports in Year 1883-84 to 1887-88.

ERED.

BALLAST.				TOTAL.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
416	540,909	1,906	1,082,945	4,192	1,337,995	1,620	2,294,310	5,812	3,632,305
272	351,429	1,474	706,835	3,655	1,133,508	1,495	2,157,501	5,150	3,291,009
301	397,549	1,503	901,959	3,622	1,278,745	1,631	2,361,942	5,253	3,640,687
223	277,187	1,390	715,486	3,538	1,171,982	1,602	2,342,690	5,140	3,514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,514,214

RED.

33	33,837	718	102,721	4,247	1,341,066	1,603	2,277,232	5,850	3,618,298
44	61,171	639	125,428	3,699	1,184,081	1,489	2,174,680	5,188	3,358,761
47	74,614	612	132,773	3,677	1,256,074	1,632	2,397,828	5,309	3,653,902
52	66,924	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
73	111,285	889	178,808	3,080	1,203,029	1,605	2,472,222	5,585	3,675,251

SHIPPING—FO

Number and Tonnage of Vessels, Sailing and Steam, which Entered and Port of Bombay, in each Official

ENT.

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	458	145,206	555	889,897	1,013	1,035,103	12	8,998
1884-85 ...	393	117,155	581	937,620	974	1,054,775	2	1,381
1885-86 ...	379	125,342	571	925,476	950	1,050,818	3	2,879
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304

CLEA

1883-84 ...	376	91,158	585	925,086	961	1,016,244	2	160
1884-85 ...	343	67,509	561	901,094	904	968,603	4	1,709
1885-86 ...	362	61,870	581	932,371	943	994,241	5	3,774
1886-87 ...	403	82,824	578	969,696	981	1,052,520	7	3,152
1887-88 ...	412	69,423	541	922,107	953	991,530	11	8,003

REIGN TRADE.

Cleared with Cargoes and in Ballast from and to Foreign Countries, at the during the year 1888.

ERED.

IN BALLAST.						TOTAL.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
...	...	...	...	...	...	122	115,568	...	...
2	1,508	...	...	...	...	89	108,245	2	1,508
2	2,630	...	...	...	...	123	132,226	2	2,630
5	7,962	...	...	...	...	89	120,936	5	7,962
2	3,415	...	...	...	...	88	119,272	2	3,415
3	4,822	...	...	...	...	49	74,274	3	4,822
1	1,303	...	...	...	...	49	78,466	1	1,303
...	...	...	...	...	...	44	60,232	...	...
...	...	...	...	...	...	66	84,191	...	...
3	3,339	...	...	...	...	106	85,362	3	3,339
...	...	...	...	...	...	119	93,653	...	...
1	1,487	4	506	...	...	20	91,287	5	1,993
19	26,466	4	506	...	...	1,064	11,63,712	23	26,972

RED.

6	11,079	3	1,148	2	96	108	73,667	11	12,323
2	4,088	...	...	...	...	97	69,083	2	4,088
3	5,737	1	1,646	...	...	91	94,255	4	7,383
1	1,072	...	...	...	...	91	90,109	1	1,072
1	1,362	...	...	...	...	102	148,756	1	1,362
1	1,648	...	...	...	...	66	103,197	1	1,648
2	2,938	...	...	...	...	41	69,656	2	2,938
8	15,647	...	...	...	...	40	55,982	8	15,647
2	3,332	...	...	...	...	42	52,318	2	3,332
2	2,915	...	...	...	...	53	67,593	2	2,915
3	6,428	...	...	...	...	67	72,870	3	6,428
2	4,280	...	...	...	...	87	70,392	2	4,280
33	60,524	4	2,794	2	96	885	976,878	39	63,414



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Government of Maharashtra
on 01 February, 2020

